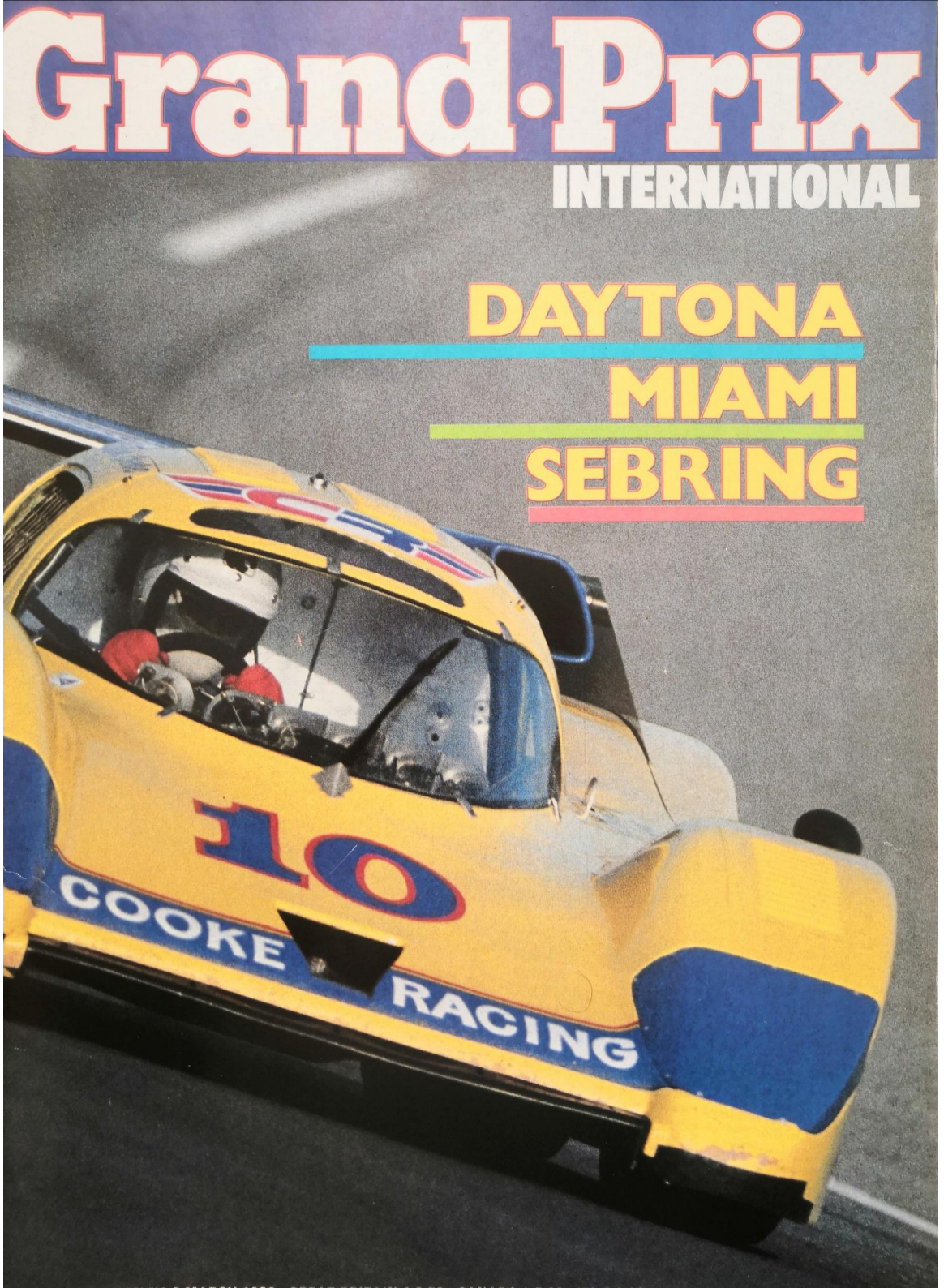
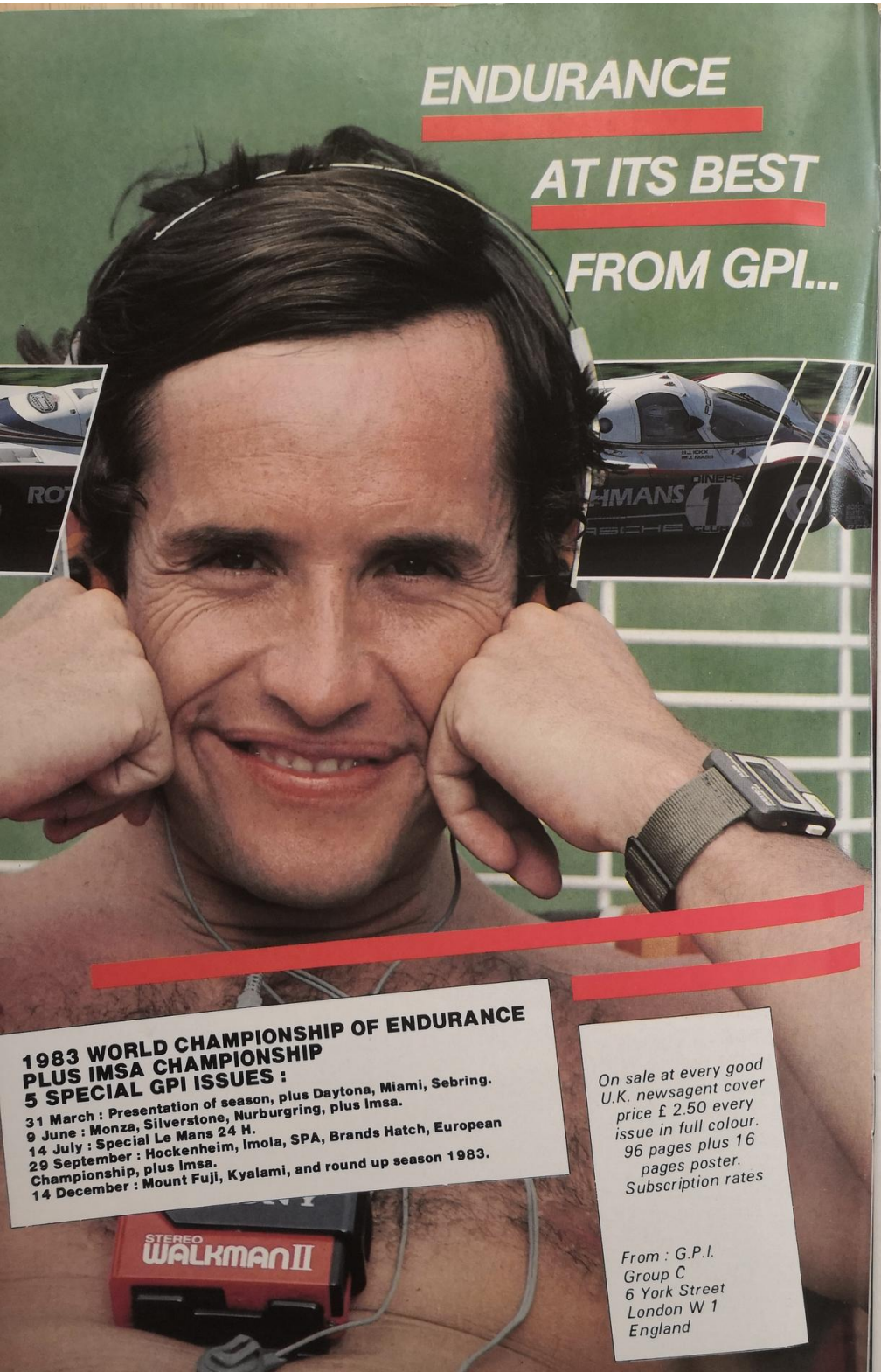
Grand·Prix

INTERNATIONAL

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STEREO WALKMAN II

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After a disappointing 1982 season, Ford have reassessed their Group C programme, and with Cosworth's turbocharged DFL, are heading for a tentative season 'under new management.' Peter Ashcroft, Tony Southgate and Keith Greene provide an insight to Ford's 1983 season.

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It first appeared in 1970 and had been forgotten two seasons later. We trace the history of the least known of Matra's glorious sports cars.

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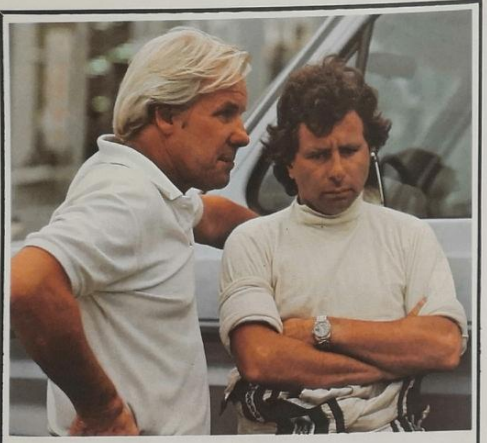


FORD PULL OUT!

Was it really possible? Before the car had even raced, had scarcely been tested, had shown great promise, had never been run with the powerful new Cosworth DFL turbo engine; the Ford Group C programme, described extensively elsewhere in this issue, had scarcely even begun before it was cancelled.

It all began on February 25. The new car had just completed its first test session when Stuart Turner was appointed director of European Motor Sports, taking over responsibility for Group C and the rally car programme from Karl Ludvigsen who returned to the States. Two weeks later, a journalist in Germany was told that the two programmes would soon be cancelled, and true enough three days later, team manager of the Group C programme Keith Greene was informed that it was all over; the cars could be returned to Ford, there were no plans for them to be run privately. A statement issued the next day explained that Turner felt that the company's motor sport programme was going in the wrong direction, that it wasn't reflecting Ford's products (nor did the GT40 come to that). At a stroke, he had wiped out what one estimate put at $10,000,000 worth of investment. There were some 200 rally cars ready to be assembled.

In some quarters, if left a very bad taste in the mouth. Greene was astounded. Of some consolation was the return of his driving licence that night, and the purchase of a Suzuki 750 the next day. Gordon Spice Racing, who were to run the Group C programme, had negotiated a contract by which they were paid race by race after initial administrative costs had been dealt with. *"Now we're left with nothing,"* said team manager Keith Greene. *"But I'm not going to fold up overnight just because of bloody Stuart Turner."* Gordon Spice Racing—the boss was on a promotion trip in Barbados at the time of the announcement—would continue, said Greene, and they would hope to find something to run, possibly a Lola. It was especially sad as the new Ford appeared to have so much promise. Surer had been *"very impressed with the ground effect, really a new car with a lot of ground effect which works"*. He had done lm 11s around Ricard, and reckoned to get under lm 10s with better tyres and weather.

Turner's sweeping decision affects neither of Zakspeed's programmes in Germany or the States, both national programmes. Zakspeed are running two Group C cars in the German championship. One is the Ford C4 complete with 1.8 litre turbo engine which driver Klaus Ludwig says is a 1000 per cent better than the C100 with DFL (known now as the Ford C8) which Klaus Niedzwiedz is driving.

Ford's turbo Mustang programme continues in IMSA, but a new front-engined GTP car is already on the stocks, and Ludwig says that this *"is the fastest sports car ever built. I'll be able to show all the Porsches and Lola how to win races."* Its first race won't be until summer, and it's unlikely to be seen in Europe.

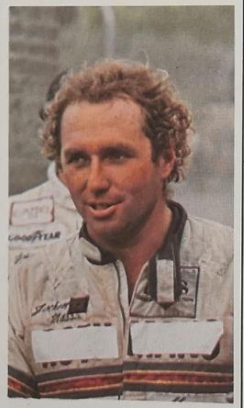
As for the Cosworth turbo engine project, no one was available at Cosworth when we went to press as they were having a top level meeting, no doubt to discuss the future. However, with the declining useage of the DFV in Formula One, it is likely that Cosworth may wish to continue with the development of the turbo. It seems even possible that the new Ford Group C car might be loaned to Cosworth as a test bed!

MONZA FIRST

The World Endurance season begins at Monza in Italy over the weekend of April 9/10. In fact unofficial practice begins on the Friday from 2pm to 6pm. The next day unofficial practice continues with a 90 minute session ending at 12pm, and then the timed session takes place in the afternoon from 4.30 to 6pm. Fifty cars will be allowed to practice, and 45 to start the race.

This race, of course, will be the first where the Rothmans Porsche and Martini-Lancia-Ferrari teams will race against one another. In support will be more Porsches, Rondeau and Junior Group C teams. The race is sponsored by Agip, Candy, Ersal and Panasonic. It is over 1000 kms, 173 laps, and starts at 11.30 am.

And don't forget the second round of the World Endurance series at Silverstone on May 8. It is always one of the best races of the year, and this season it is being held over 1000 kilometers for the first time. Traditionally, it is the warm-up for that great classic, Le Mans. And three weeks later, the famous Nurburgring hosts the third round of the World Endurance series where there is always a fine and varied entry, and an enthusastic crowd to cheer on home-grown teams running Porsches...



MASS EXODUS?

Jochen Mass arrived early in Miami in order indulge in another of his passions: sailing. He was there to watch the start of one of the local championship events to the Bahamas. Jochen, an ex-merchant seaman, has always loved boats, and at one time owned a partshare of an enormous three-master. Now he is a partner of a boat-building company in South Africa, and is seriously considering joining his business partner in one of their boats in the next Whitbread Round the World yacht race.

THE SPICE OF LIFE

Variety, they say, is the spice of life, and Swiss slot machine king Walter Brun obviously believes in that proverb. Brun had all the money ready to buy a 956 when Porsche decided to sell it to Laessig. So now Brun is concentrating on Seger and Hoffman chassis—but hopefully fitted with no less than three different types of turbo engine.

The first C7 chassis, built in England by John Thompson will be fitted by Schnitzer's 3.2 litre turbo BMW engine which should give between 600 bhp and 1000 bhp! Brun hopes to have a special practice engine built for Le Mans which will assure him a front row position. However, Brun and partner Hans Stuck may not be able to race the car before Silverstone or even the Nurburgring because of clashing European Touring Car championship races which take precedence.

The second car will have a Porsche 956 engine fitted and will make its debut at Silverstone, although who will drive is uncertain, and there's the possibility of a third car for Le Mans fitted with a DFL turbo engine if one is available. And that's variety!

Brunn Motorsport, the former GS Tuning team, is sponsored by a Swiss watch company this year, and three cars have been entered for Le Mans. All they need is a few drivers to help with some expenses...

KREMERS' SURPRISE

The Kremer brothers are playing their cards very close to their chests, but they expect to turn up at Monza with a brand new CK5/83 complete with their own engine! This, for the regulations sake, will be based on a Porsche block, but last year their CK5 already had an engine developed by Manfred Kremer who is in charge of the engine side of Kremers' Cologne factory. More surprises from the Kremers are that they will only do the World Endurance Championship and not the German series. No drivers have yet been annonced, but they say that Rolf Stommelen definitely won't be driving. The Kremers have never been known to disappoint!

GERMAN 956S

There will only be three 956s (apart from the works cars) run from Germany. One of these has been sold to Jurgen Laessig (much to Walter Brun's disappointment) and he will run it in the German championship as from the second round, and also in World Endurance Championship races with Axel Plankenhorn, the ex-Kremer driver. Rheinhold Jöst will run two 956s, one for Bob Wollek who will share with Stefan Johansson in Endurance races and the second for Dieter Schornstein whose car will also be driven by Volkert Merl and Clemens Schickentanz in both Endurance and German championships. Jöst will also run the 936C seen last year for the Belgian Martin brothers and rally star Marc Duez in World Endurance races.

LOLA RATIONALISE

The Ford announcement to cancel their Group C programme left a number of teams very much in limbo. One of these was Lola whose Group C plans are particularly limited by funds and recent customer 'movements.' Indeed, when we spoke to Lola team manager Jeff Hazell, he said that recent customer reactions had been *"incredible."* However, by that, we were not lead to believe *"incredibly good!"*

Although it was generally expected that Guy Edwards would again be racing a Lola this year, that doesn't seem to be the case, almost certainly because Ford's turbo engine was not to be available to even select teams.

However, Lola did have an order for what they would call their 626: a 600 with new bodywork and screen, and a fuel tank located amidships which could conform to regulations on either side of the Atlantic. It would take virtually any engine, but this model ordered by Interscope was to take their turbo V6 Chevrolet. However, the order for this car, destined for Le Mans, has been cancelled as Ted Field is winding down his operation, although it is always possible that Danny Ongais will take it on.

But Lola are building one car, a Junior Group C based on the light 610 chassis to take a Mazda engine which should be running in mid to late April. However, it is destined for IMSA, although it may be seen in Group C by the end of the year.

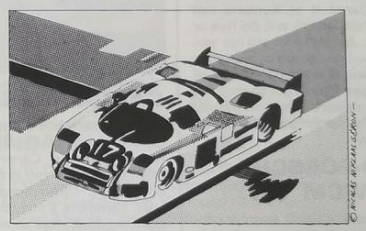
So Lola has the potential, but not the plans nor the money. They were to be loaned DFL engines by Ford, and it seems this agreement is likely to continue, although Lola actually has no car in which to fit the engines...

CONTINENTAL DRIFT

According to some geologists, at the dawning of our planet, the present continents were joined together, and the America and Europe that we know today was one gigantic island.

But America and Europe have long been seperated, and as the 20th century draws to a close, it seems that they grow a little further apart each year thanks to their varying economies. The geologically-defined continental drift continues, centimeter by centimeter, but it is eclipsed by ideological differences which widen at a vast rate, and which force each nation to wrap itself up in an autonomy thought necessary for its survival.

Like an epidemic, this has spread to the majority of human activities, among which is the sport of racing cars at high speed over long periods of time on closed roads. FISA's World Endurance Championship for Group C cars (two rounds only outside Europe) and the International Motor Sport Association's Camel GT championship (totally North American) are run to different regulations. Rules governing chassis floors, engines and fuel consumption make up the differences—the result of the varying views and that need for survival of two men: Jean-Marie Balestre and John Bishop and his family. The situation is the sadder because with few alterations, most of the cars would meet both sets of regulations.



GPI, in its own modest way, decided to try and bridge the gap between IMSA and Group C. We covered three IMSA races in Florida: the Daytona 24 hours, the Miami Grand Prix and the Sebring 12 hours. Here were two classic races, and a third which was entirely new, suffering from unfortunate teething troubles. But visiting these races broadened our outlook and added to our knowledge of motor sport. We found that the endurance series both suffer from a degree of self-satisfaction: our championship is doing nicely thank-you, but the other one is going downhill, you know. So what is the real situation?

That is up to you, the reader, to judge. To fill these pages with the excitement and colour of endurance racing on the other side of the Atlantic, we've sat for hours in overcrowded jumbos, suffered jet lag, been soaked to the skin, and had our skin burnt to a frazzle: we hope it was worth it!

Didier Braillon

MOMO AND DESIRE

Amongst the visitors to the Miami IMSA race was Desiré Wilson who has recently moved from England to the States with husband Alan who is director of operations for the New York Grand Prix. Although Desire's main intention is to get into CART racing, she is also to share Gianpiero Moretti's Porsche 935 in the IMSA championship. Moretti had another South African co-driver in Miami, rally ace Sarel van der Merwe who is so fast in South African rallies in his Audi Quattro that the other competitors want him banned!

Van der Merwe is due to do seven races with Moretti in the 935 (they shared it at Kyalami last year) while Desiré will do five or six more. Neither Moretti nor van der Merwe got much of a drive in Miami, but at least the owner of the Momo concern got to race the car. Few drivers can have travelled quite so far for so little as van der Merwe.

GRID-PORSCHE FOR WCM

Ian Dawson's GRID team is probably one of the most diverse teams in endurance racing. The team has one car in the States for IMSA, and is currently preparing a Porsche-engined example for select European racing. *"But what we'd really like to do,"* says Dawson, *"is to sell a car to the States and run it for the driver. I have two Americans who are interested."*

Dawson has no shortage of talented drivers who have or will drive his cars. Emilio de Villota is certain to drive his car in Europe and he has been in discussion with Derek Daly as second driver. Both Randy Lanier and Skeeter McKitterick are interested in doing a European Group C programme, and CART driver Tom Sneva, who drove the car in Miami, is interested in staying the team.

GRID are now building 90 per cent of the car themselves and the Porsche-engined car near completion is aerodynamically more efficient and has a larger gearbox. The team has its own American base in the United States at Atlanta, now using Firestone tyres and with sponsorship from property company Murphree of Texas, the American market is clearly of importance. So the team may not be in Monza as there is an IMSA championship round the same day.

STILLBORN 956?

Most of Porsche's customer 956s have left Stuttgart and are running, but one customer is having difficulty finding the sponsorship to pay for his new car. Alain de Cadenet has some personal problems which complicate the purchase of his new car, and it may not be possible for him to take delivery for some time. Whether this happens before Le Mans or not is in some doubt.

The non-delivery of de Cadenet's 956 has rather left Chris Craft and Pink Floyd drummer Nick Mason in the lurch. Mason has found some sponsorship, including some from Olympus, and he and Craft were hoping to share de Cadenet's 956. Instead, they may now wheel out the unique Dome which was converted to Group C trim by March Grand Prix last year. Since then, it has been given bigger brakes, and Craft and Mason may race the car at Silverstone, although an entry at Monza now seems unlikely. The Dome may still be run by March Grand Prix, but it is unlikely to be powered by more than a 3.3 litre DFL.

CANON PORSCHE

Jan Lammers will be one of the drivers of the Porsche 956 which Richard Lloyd's Canon Racing team will be running in the World Endurance Championship this year. Lammers's inclusion in the team no doubt has something to do with Canon's European base being in Holland. However, he earns his seat with experience of course.

He will share the 956 with Jonathan Palmer, although Palmer's Formula Two Ralt-Honda programme takes precedence which means that he will miss two Endurance rounds. Lloyd will also drive on occasions. The team will do all the European races and may go to Fuji and Kyalami.

URD'S TURBO

Kannacher Racing will again be running two or three of Ernst Ungar's URD chassis, mainly in the German championship. However, while Edgar Doren will drive a BMW-engined model, Dutchman Kees Kroesemeier will have a car powered by the Porsche CK5 engine. A third car may also be entered later in the year.

BUSY BOB

"If I don't win the Porsche Cup with a programme like mine then I must be a..." said Bob Wollek on the way back from Miami. He is, indeed, a busy man, with a Mercedes dealership to run in Strasbourg, a programme in the world Endurance series and the German Sports Car championship in Jöst's 956. And in the States, he has an IMSA programme in Preston Henn's 935 with which he won the Daytona 24 hours. He's right; if he doesn't win the Porsche Cup this year with a programme like that...

NEW SAUBER

Peter Sauber has nearly finished his entirely new C7 chassis which will be powered by a 3.5 litre BMW engine. Once finished, it will be tested and perfected before being offered to a driver. As yet there is no racing programme planned, although Sauber would like to do Le Mans. He hopes to build a second car for the possible installation of either a Porsche or some other turbo engine.

MAZDA'S JUNIOR GROUP C INTEREST

For some reason, Mazda seem to dominate Junior Group C interest. We have already seen the Mazda GTP which Z&W Enterprises have built for the IMSA series in the States. And Lola are building a Mazda engined GTP car for the same series.

In England, meanwhile, a Mazda powered Junior Group C has been built up by Lester Ray, the man who built the Vogue Group 6 sports car. It will be driven by touring car specialists Les Blackburn and David Palmer with Roy Baker. It will be entered in all World Endurance races including Fuji and run by Blackburn's Mann's Garage, a Ford dealership incidently!

The engine has been built in England with parts supplied by the Hiroshima factory. Its capacity is 1300cc, twin rotor and fed by a single Weber carburettor. It should give 285 bhp at 9000 rpm. The car is called a Harrier, and copies should be on sale later in the year. IMSA versions will also be available.

More Mazda-powered Group C cars are expected at Silverstone and Le Mans this year. These are semi-works models being built by Mazdaspeed (they entered RX7s last year at Le Mans) which should have a slightly more powerful 310 bhp fuel-injected engine fitted in a carbon fibre monocoque.

For competition, these Mazda-powered cars will have the two ex-Group 6 Lancias converted to Junior Group C specification and Gunther Gebhardt's BMW-powered car, plus one or two other German-based machines.

QUOTES

We liked a couple of quotes heard in Miami. Brian Redman, looking rather nervous in brand new overalls was making yet another comeback to racing when he should have been selling cars from his dealership in Jacksonville, Florida: *"don't say anything,"* he said quickly, *"there's no fool like an old fool..."*

And then there was Chilean driver Jorge Koechlin, looking for a ride but also in the States to fix up a sponsorship deal. Looking at the bumpy circuit, Koechlin commented, *"you wouldn't want to eat an English breakfast before racing here!"*

IMSA TECHNICAL SPECIFICATION

Permitted power units

— **700 kilo class:** production-based normally aspirated 2500cc engines or 2000cc normally aspirated race engines, alternating or rotary.
— **850 kilo class:** production-based, normally aspirated 5000cc two valve per cylinder engines, 3500cc normally aspirated race engines, 2800cc production-based turbocharged engines, 1400cc turbocharged race engines.
— **900 kilo class:** production-based, normally aspirated two valve per cylinder 6000cc engines, 4000cc normally aspirated race engines, production-based 3500cc turbocharged engines, 2140cc turbocharged race engines.

Note: out of these regulations, it transpires that a the flat six cylinder Porsche 956 engine with four valves per cylinder, water-cooled head, of 2649cc and fitted with twin KKK turbos enters into the race engine class but has too big a capacity to be allowed. Consequently, the Porsche 956 is not permitted to take part in the 1983 IMSA championship.

PRECEDING CHAMPIONS

1971 : Pedro Gregg/Hurley Haywood
1972 : Hurley Haywood
1973 : Peter Gregg
1974 : Peter Gregg
1975 : Peter Gregg
1976 : Al Holbert
1977 : Al Holbert
1978 : Peter Gregg
1979 : Peter Gregg
1980 : John Fitzpatrick
1981 : Brian Redman
1982 : John Paul Jr.

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United States of America.
Tel: (203) 336 2116
President: John Bishop
Technical adviser: Roger Bailey
Public relations executive: Dic van der Feen.

CALENDAR

February 5/6: Daytona 24 hours Pepsi Challenge/24 hours
February 27: Budweiser Miami Grand prix/500 kms
March 19: Coca Cola Sebring 12 hours/12 hours
April 10: Road Atlanta Camel GT/500 kms
April 24: Los Angeles Times Grand Prix-Riverside/6 hours
May 1: Monterey Triple Crown-Laguna Seca/100 miles
May 15: Camel GT500-Charlotte Motor Speedway/500 kms
May 30: Lime Rock Park 500/500 kms
June 19. Lumbermens 6 hours-Mid Ohio/6 hours
July 3: Paul Revere 250-Daytona/250 miles
July 10: Pepsi Grand Prix-Brainerd/500 kms
July 24: Camel GT 3 hours-Sears Point/3 hours
July 31: G.I. Joe's Grand Prix-Portland/3 hours
August 14: Labatt's GT-Mosport Park (Canada)/6 hours
August 21: Road America 500-Elkhart Lake /500 miles
September 11: Camel GT Grand Prix-Pacono/500 miles
November 27: Eastern Airlines 3 hours-Daytona/3 hours

GT Category: $60,000, $35,000, $22,000, $18,000, $15,000, $12,000, $10,000, $8,000, $6,000 and $4,000 to the first 10 in the championship.
GTO Category: $15,000, $7,000, $4,000, $2,500, and $1,500 to the first five in the championship.
Category GTU: $15,000, $7,000, $4,000, $2,500 and $1,500 to the first five in the championship.
Note: GT = GTP prototypes (Lola T600 for example) or GTX (eg: Porsche 935) built as specialist machines. GTO = GT cars over 2500cc (eg: Chevrolet Camaro). GTU = GT cars less than 2500cc (eg: Toyota Celica).

BIRTH OF A CIRCUIT

When Chris Pook dreamed up the idea of a street circuit around Long Beach, he appeared to start an epidemic. Since then, there has been Detroit, Las Vegas, Montreal and talk of further events in Spain, New York and Moscow. The reality of staging such an event usually begins as a dream, but Ralph Sanchez and Phil Corey, both Miami-based, saw their dream come true on February 26, the day practice began for the Budweiser Miami Grand Prix.

by Bob Constanduros

The dream wasn't the sole property of Sanchez and Corey. Several people had considered it before but it had never got past the talking stage. Then along came Sanchez and Corey, real estate broker and seafood broker respectively. Both were race fans. Sanchez had competed while Corey had worked with IMSA as an official at many of their races including Sebring and Daytona events.

Sanchez and Corey picked up the idea at just the right time. Long Beach had shown that a street circuit was feasible, and it had proved such a success that Detroit had taken up the idea. If Long Beach and Detroit could do it, why not Miami? One of the major obstacles in setting up such a venture is always possible local government opposition, but with the system already proven by two other major cities, the two promoters of the idea already had evidence on their side.

They formed a company, Miami Motorsports Incorporated, and in May, 1982, they signed a contract with the Miami City Commission after more than a year of research, negotiations and fact finding.

Under the contract, the city would share in the net revenues from the race on a percentage basis instead of receiving a fixed rental for the use of facilities. But unlike other city races, the promotors were shouldering all costs; no taxpayers' money would be used at all and any work performed by city departments would be billed back to the promotor.

The site chosen was one slightly north of the downtown area, using one of the main thoroughfares of the city, Biscayne Boulevard in both directions. Some of the 1.85 mile circuit required resurfacing work, and an entirely new section was paved on local railway property. This half mile section began and ended by crossing a double railway track, which turned out to be one of the roughest sections of the circuit, and many thought that the dip of the railway tracks would be fatal on transmissions. However, it presented no such problem.

Elsewhere, the principal alterations required involved the moving of traffic islands and curbing, all of which would be restored to original or near original state once the race was over. This would give a minimum track width of 30 feet. The pit area was destined to be accomodated between the two lanes of Biscayne Boulevard. Although there were initially problems with the pit area, Miami Motorsports were confident of returning the area to its original state. Trees removed would be replaced after the race, even those that were diseased and would have been replaced anyway. Another of the company's public relations moves was to build an entire detour around the circuit for traffic going to the port of Miami which would not be able to use the normal route. Roads would only be closed during the weekend, but this detour turned out to be necessary and well utilised. The garage area was in the convention hall in the centre of the circuit.

A circuit is not necessarily the most important factor in running a street race. It is essential of course, but it doesn't actually bring in money. Spectator areas and grandstands do, however. Amusingly, Miami Motorsports Inc contacted the organisers of the Detroit Grand Prix and hired grandstand seating for 42,000 people. But some 70,000 to 100,000 spectators were catered for by the organisers, and protection for spectators had to be installed around the circuit. This came in the form of three different types of concrete barrier, the largest of which was 12 foot in length and weighed 8,500 pounds. These concrete barriers ranged from 32 to 42 inches in height. In some areas, there were double layers of barrier at the request of FISA inspector Roger Peart, but the total length was 20,000 feet. These inter-linked barriers were topped with 42,000 feet of chain link debris fencing either six or eight feet above the barrier which was then reinforced by three layers of steel cable, 45,000 feet in all. No less than six sponsored bridges were installed, most of which will make another motor racing appearance at the New York Grand Prix later in the year. Work began on their installation at the beginning of February.

Spectators have to be fed, watered and looked after, so the organisers laid on seven locations where food and drink could be bought and there were four first aid stations. Although there were permanent toilets in the area, a further 120 units were brought in specially for the race.

The organising club were fortunate in having the Everglades hotel overlooking the circuit. On the 17th floor, both organisers and press were accomodated in conference rooms from where the circuit could be easily monitored. A 32 line phone system connected the various key locations using more than 2 miles of cable, and radios were also used. More than 65 speakers conveyed the commentary, while the Spanish International Network TV station had cameras on hand for International transmission and on-circuit close-circuit TV connections, including the 30 corporate hospitality units set up in tents and hotels.

Timekeeping turned out to be a problem. The team was situated on a wooden plinth overlooking the start/finish line. At first, there was a lack of power which prevented them from using an electronic eye making hand-held stopwatches the sole means of timing. When the rains came on raceday, the timekeepers burrowed under their plinth and did the job from there, spying the cars through holes cut in the decorative plastic banner around the foot of the plinth.

But how was the circuit received by the professionals who had to work, drive or organise the race? Roger Peart, an Englishman living in the States, was FISA's inspector. He's used to street circuits, being the clerk of the course at Trois Rivieres. He had ensured that FISA specification concrete barriers were used in certain areas, and that the normal highway barriers, somewhat less safe, were used in non-crucial areas. Speed bumps in the newly paved section, made from asphalt, weren't quite the right locations, while he found the railway crossings somewhat dangerous because of the severe camber changes. But providing no one wanted to run a Formula One race on the circuit (which they don't), he found the circuit suitable for IMSA cars.

IMSA organiser John Bishop had been up since three o'clock in the morning before practice started, just to make sure it all went well.

There were one or two hiccups, but he was *"pleased so far. If it goes this smoothly, we'd like to do it again. There are things that could be improved, but there are at any race. This race has been well-sponsored and well-promoted at a time when the City of Miami needs it. It's good for the image of the city, and we're proud to be part of it. It's also good to come south at this time of year. Ralph Sanchez and his company have our eternal respect for what he has done politically with the city, and physically with the barriers and his sponsorship and promotion"*.

Perhaps the worst reaction came from some of the drivers. Jochen Mass, in particular, proved to be one of the old school: *"what track? Show me a circuit. There's no racing circuit here. Where have you seen a track?"* Other drivers felt that it was a bit bumpy and slow, and criticised the changes of grip which made it slippery. Most philosophical of all was Bob Wollek: *"this is the future of motor racing in some ways. So I'm really quite happy. It's been designed by someone who doesn't know anything about motor racing, but it doesn't make that much difference. There's only one place to overtake which is at the end of the straight and it's dangerous because it's slippery under braking. But then I'm a professional, I'm paid to drive, so I should be able to cope with it. But with a few alterations, the circuit could be changed and become quite good"*.

Whatever the individual comments, drawbacks and hiccups, nearly all those in Miami were full of praise for the realisation of that dream of Sanchez and Corey. Indeed, there are Grands Prix held on traditional circuits that don't run as well. It was unfortunate and sad that all their efforts should be drowned out by the elements. One can only hope that next year's race will be the success that this year's deserved to be. □

SALES SUCCESS

"If you can't beat'em, join'em." This very British saying is how Helmut Bott, Porsche competitions director and his right hand man, Peter Falk, explain the remarkable selling success of their costly but World Endurance championship winning 956.

by Didier Braillon

We did the whole of our 1982 season with only four cars and ten engines, and included in those figures is all the research and development on our six cylinder engine, particularly that which was necessary on fuel consumption."

Helmut Bott appeared particularly proud of these figures, figures that are impressive because of their relative importance. To some, four chassis is a lot; to Helmut Bott, it is obviously a little.

"Our engines and gearboxes are designed to take thirty hours of race useage," explained Peter Falk to his astonished audience, *"and furthermore, we had just one development car for three race cars. It was that car which was tested at Norisring, then subjected to 24 hour tests on a rolling road and then became the test bed for a new fuel injection system. But don't imagine that it has been laid up: far from it, we're still using it. In fact that's it behind you."*

On a lousy day in the middle of February, we were at Paul Ricard to witness the first testing of the 1983—type Porsche 956 and to share in the excitement—tainted with anxiety—of Rheinhold Jost who had just taken delivery of two customer cars, one for Dieter Schornstein.

Porsche were pleased about their relative economy because they costed their season with a budget of around £2,125,000 (at an exchange rate of four Deutschmarks to the £.)

"Racing is obviously harder now than it used to be," continued Helmut Bott, *"but our sole interest is to transfer what we learn in racing to our road cars. We are not the sort of company to spend thousands on public relations. No, only engineering counts, and just at the moment, we're involved in research into a drastic limitation of fuel consumption. The current Group* **regulations** *are very tough in this respect, and in that way it is an excellent learning ground."*

Nine Porsche 956s have been sold to competitive teams, not counting the two ordered by film-maker John Frankenheimer who has abandoned his plans for a film about Formula One in favour of one about endurance racing. The other customers are Rheinhold Jost who will be looking after two, one for Dieter Schornstein; two for John Fitzpatrick and one each for Preston Henn, Richard Lloyd, Alain de Cadenet, Jurgen Laessig and a Japanese customer. The price of one of these babies is considerable: £90,000 for a car without spares, and £37,500 for an engine.

"We aren't making any profit on this price," explained Peter Falk. *"This really is our lowest price and it is the same for everyone with no preferential treatment. You see, the 956 is a car that is entirely handbuilt. For the first time ever, we have based it around a monocoque which is built of highly sophisticated steel. There's a lot of titanium in the construction of the car for instance. But when Mercedes, for example, start to build the prototype of one of their road cars in perfectly standard metals, they put forward a budget of between one and two thousand million Deutschmarks. So we are not that expensive..."*

For their £90,000, customers get a straight 956, no options. The first cars are fitted with a Le Mans-type rear end with a long engine cover and low rear wing, a standard engine and weighing 835 kilos in total, which is five less than the works cars weighed last year.

"Later, we hope to turn out some shorter rear ends," explained Helmut Bott, *"so that customers can chose which version they prefer depending on the circuit. On the engine front, a customer can buy a unit with a higher compression ratio should he want it."*

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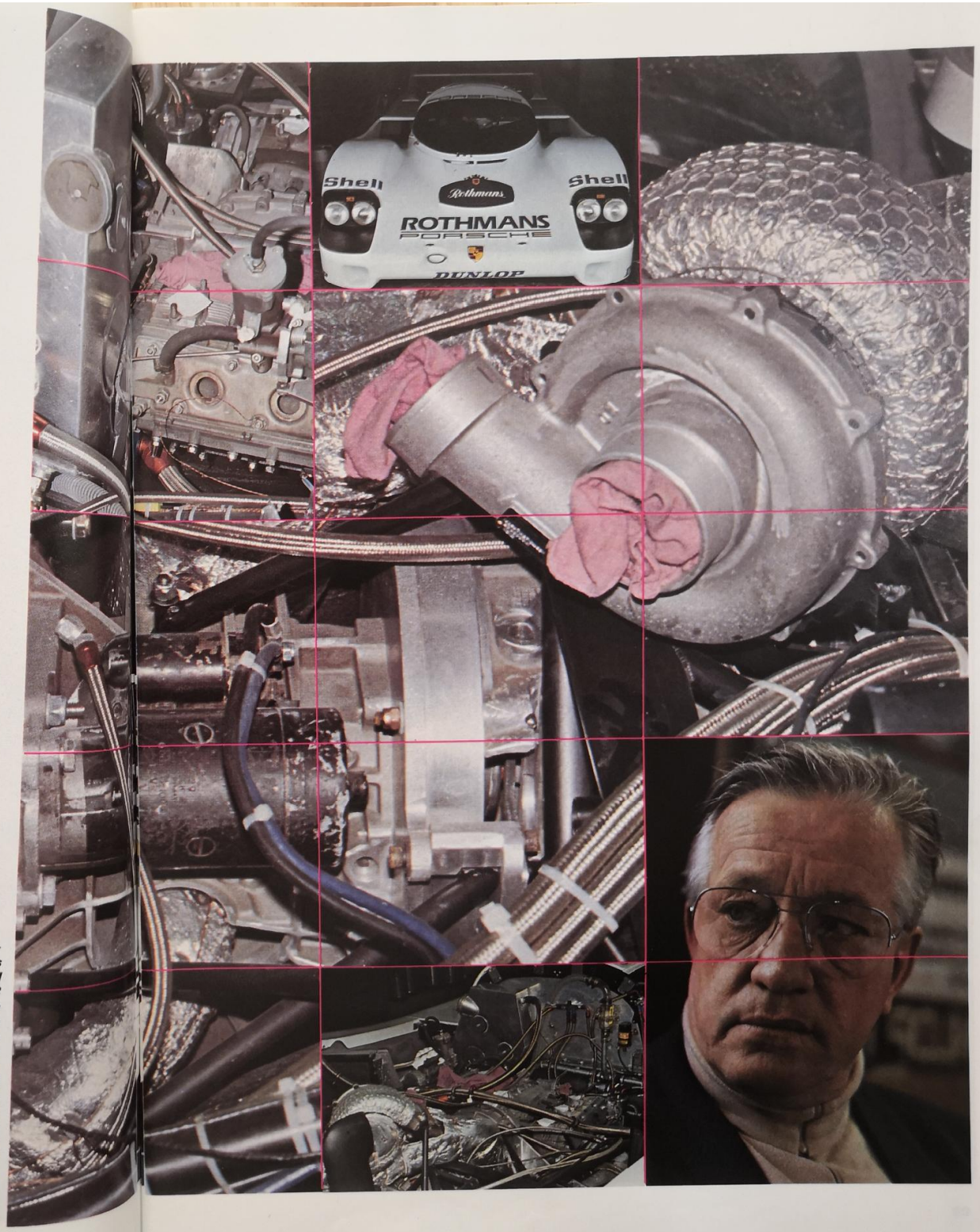


Helmut Bott—bottom right—was on hand at Ricard when the 1983 specification Porsche 956—above centre—was tested. Background and bottom centre, the Porsche 935 engine that is fitted to the Bayside Disposal Lola T600 used in IMSA. (Photos: B. Asset and First Line)

The customer cars are well-proven models, having had the benefit of a year's competition and development, during which there were few technical problems. The works cars, on the other hand, are the result of a considerable research and development programme. *"The car that's here at Circuit Paul Ricard,"* admitted Peter Falk, *"has been fitted with a new injection system but we are also working on the weight, and once we have a new and lighter spacer between engine and gearbox, we should be on the weight limit of 800 kilos. The Ferrari-engined Lancia and the Cosworth turbo-engined Ford should be the quick cars this year, and we're going to have to work hard to beat them. All the same, I hope that the cars will be fairly similar so that spectators will be able to watch some tight racing. Only that way will crowds return to watch the type of racing in which we have always specialised."*

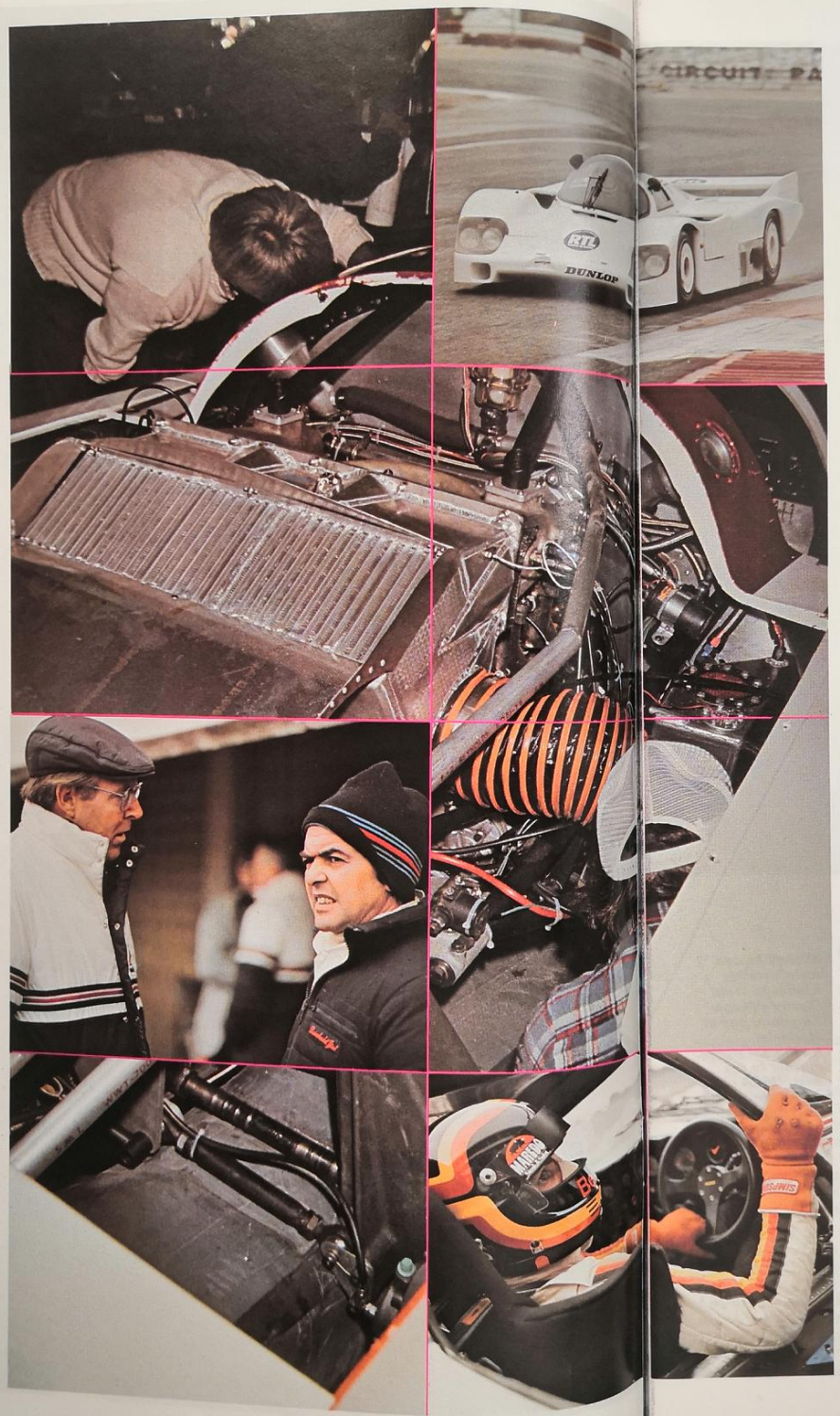
Porsche's drivers will be up against strong driver pairings from Lancia and Ford, including Michele Alboreto, Riccardo Patrese and Marc Surer. There has been one change in the Porsche team since last year. Vern Schuppan, who proved to be slightly slower than the others in the team, has been replaced.

"Apart from Le Mans, our driving team will be as follows," explained Helmut Bott. *"Jacky Ickx will drive with Jochen Mass, and Derek Bell with Stefan Bellof."*

It's somewhat surprising to see Bellof included in a team that has usually relied on experienced older drivers. Bellof's long distance experience amounts to two races, and he only came to prominence last year in the Maurer-BMW Formula Two team. Porsche's choice in older drivers has been fully justified by the fact that no works car has been badly crashed for the past couple of years. But there appears to be a trend towards younger drivers: Rondeau chose Thierry Boutsen to partner Henri Pescarolo at Spa and Fuji last year; Rheinhold Jöst hopes to pair Stefan Johansson with Bob Wollek in one of his 956s this year; and now the Porsche team intends to run a younger driver. It's a risk which Porsche consider worth taking.

"We have to look to the future," admitted Peter Falk, *"even if our policy had previously been to trust experienced drivers not to damage the cars. So for the first time in our racing history, we're employing a young and inexperienced driver. But we're conscious of the fact that he's German, and that he'll benefit from the experience of Jacky, Derek and Jochen. It also brings new blood to the team, young blood which also means a certain amount of competition and rivalry."*

The nine cars sold mean that Porsche is now sold out, although should demand be sufficient, another run of five cars could be started around the beginning of July. Consequently, the fact that IMSA has seen fit to effectively ban the 956 appears of little importance.



'Rennleiter' Peter Falk, left, talks with Rheinhold Jöst, right, whose team will be looking after two 956s this year, above right. Stefan Bellof, bottom right, has replaced Vern Schuppan in the works team and joins Bell, Ickx and Mass as works driver. Background, the Porsche 935 fitted to Red Lobster Racing's March 82G for IMSA racing. (Photos: B. Asset and First Line)

"That's not really true," corrected Helmut Bott, *"because the United States is a very important market for us, and we should be racing there. More than 40 per cent of our production of road cars is exported to the USA. We have an image to maintain and drivers who count on our support. So we would very much like top private teams in the States to run 956s in the IMSA series. We spent a long time talking to John Bishop. The contentious points included the engine, secondly the driving position which he considered unsafe, and thirdly a lot of smaller details. We were campaigning not just for our 956, but for the inclusion of Group C cars in general. We told him that we felt that we were big enough car producers to know how a car should be constructed for safety reasons, but week after week, our differences multiplied when it came to chassis and engine. I believe that he didn't want to allow in Group C cars for personal reasons which some might interpret as protectionism. I think he wanted to exclude the 956 because it might be too competitive. It's a shame because it would have allowed American spectators to see at least five or six more competitive cars."*

Porsche's domination of certain types of racing has made Americans tremble in the past. Remember how they banned the CanAm Porsche 917/30 at the end of 1973, and then clipped the wings of the Interscope-run Indy project before it had even got under way? But Helmut Bott has found a way round the problem. *"We've decided to give any Americans technical support should they wish to fit their cars with Porsche engines."*

At the Daytona 24 hours, Bruce Leven's Bayside Lola T600, and Red Lobster Racing's March 82G were both fitted with German six cylinder units and there should be more soon. *"Our main interest is March, and I think that during the course of the IMSA season, we shall be fitting four or five of their cars with Porsche engines. The first effort wasn't entirely satisfactory because it concerned only an old 935 engine and its adaptation to a GTP chassis and IMSA regulations wasn't ideal. But we're developing a single ignition, single turbo unit which should be ideally suited to GTP. Customers will be able to buy the engine and maintain it themselves with parts that we will supply to them. IMSA needs Porsche, because but for the 935s that have comprised most of the field for the past few seasons, there would not have been a championship. And Porsche needs IMSA too. So we both have to try and get on together."*

Meanwhile, Porsche have been in discussion with the Sports Car Club of America—the SCCA—which runs CanAm, in the hope that the 956 can run in that championship. *"It currently seems that our negotiations have a good chance of succeeding,"* Peter Falk told us with a large smile. *"The SCCA seems very much in favour of Group C, even though they hope to have a handicapping system so as not to frighten away the competition. Anyway, the CanAm version of the 956 will be a little quicker than the Group C version because there is no fuel consumption regulation in CanAm, so we can run the engine to its full potential."*

Running in CanAm is certainly one way of avenging IMSA's ban, but to do so, Porsche will have to produce cars to sell to private teams, and that is something that is currently all but impossible. Porsche are currently very busy, for as well as the World Endurance championship programme, the supply of engines to IMSA customers, and the possible CanAm production run, the company is also occupied in producing the Formula One turbo engine ordered by Techniques d'Avant Garde for the McLaren team. Helmut Bott didn't want to talk too much about that engine.

"TAG is our customer. Formula One is not our own programme, so it would be quite wrong if I revealed details of the development of their engine. However, we're very much in favour of this Formula One programme. We have turbocharging experience, some of our people couldn't be better qualified and we have the material, so why not? All the same, our 956 programme is sufficiently demanding for us not to have the time to devote to another series which is why I cannot envisage a Porsche-Porsche Formula One car for the moment. This has nothing to do with the fact that we consider the 'show' element in Formula One to be rather too obvious..." □

DAYTONA 24 HOURS

Mickey Mouse welcomes his friends to Walt Disney's Magic Kingdom; one of Florida's traditional sights. Further to the east, IMSA cars speed around the Daytona banking in the 24 hour race. This is Florida in February. (Photos: D. Braillon and DPPI)

When winter falls in the northern hemisphere, sun worshippers flood to Florida. Simple tourists invade the south to pursue lost infancy at Disney World or to chase alligators by sea plane through the swamps of the Everglades. This temporary population invasion is mainly English speaking, and furthermore, many of those involved are elderly. They make Miami, West Palm Beach or Saratosa their base, but they can pop over to another favourite playground, the Bahamas, for a few days.

Two hundred and fifty miles north of Miami lies Daytona, famous for its 20 mile beach which you can drive on if you wish to enjoy the full delights of the Atlantic ocean. But in February, Daytona welcomes a different kind of tourist. These are motor sport fans who come for the month to enjoy the traditional speed weeks organised by Bill France and his son, Bill France Junior on the Daytona International Speedway. At the beginning of February, the 24 hour race opens the programme. It's held on the 3.84 mile circuit including both banking and infield sections. Two weeks later, a huge crowd turns out to see the build-up to the famous 500 mile NASCAR race held on the 2.5 mile tri-oval where the cars race at speeds approaching 200 mph.

The original circuit was situated by the sea, using part of the beach, but this was replaced by the current circuit in 1958, so the 1983 race marked the circuit's 25th anniversary. However, the endurance event itself was actually started in 1962 as a three hour event. Unfortunately, due to the considerable differences between FISA and the International Motor Sport Association run by the Bishop family, this year's Daytona 24 hours did not count for the World Endurance championship, whereas previously it has been the first round of the FISA series. To convert a car from Group C to IMSA's GTP class would not have been a very difficult task, but few European teams attempted it. In fact only Robin Hamilton's Aston Martin Nimrod team made the trip, attracted by much needed financial support, so far not forthcoming in Europe. On the face of it, the trip turned out well.

There was a new car weighing fifty kilos less than the 1982 version which was ultimately painted in the colours of Pepsi Cola, the sponsors of the event. They suddenly realised that there were few stars in the race, and quickly drafted in a brace of blue chip American heroes to support regular driver Tiff Needell. These were none other than quadruple Indianopolis winner A.J. Foyt, who won Le Mans in 1967, and Darrell Waltrip, NASCAR superstar. He was champion in 1981 and 1982 and won around $900,000 last year; around £600,000.

Because of an exchange agreement concerning sportmen from American coun-

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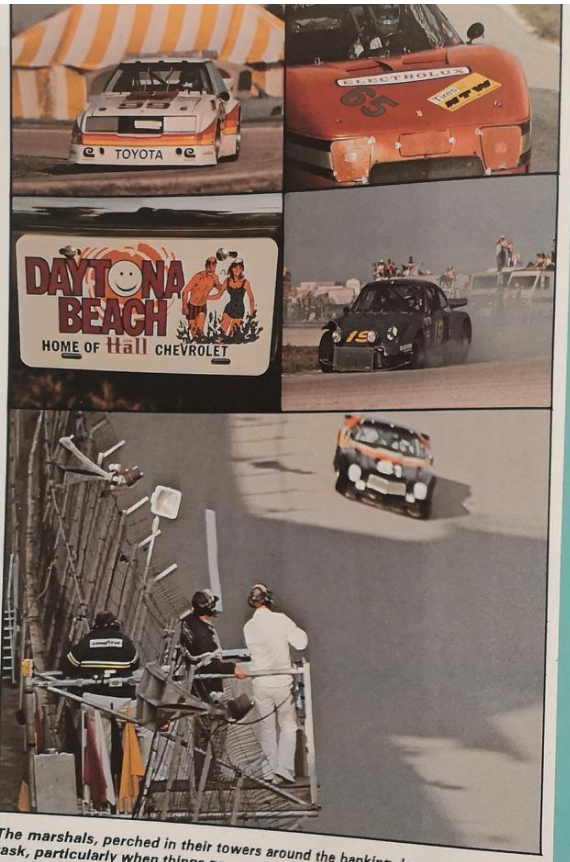
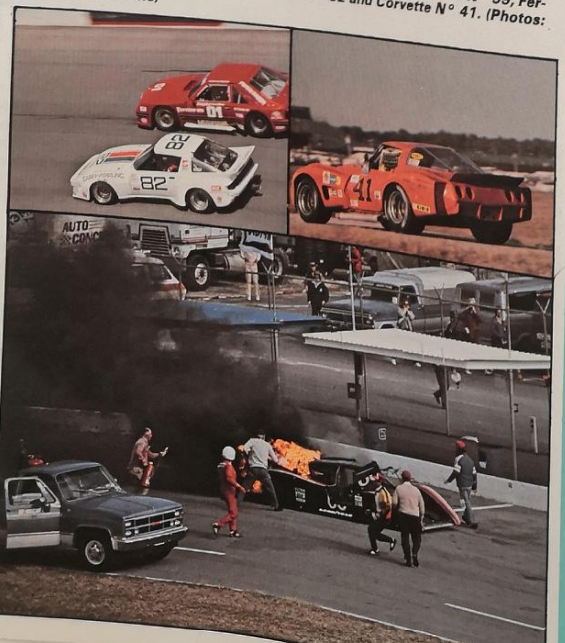
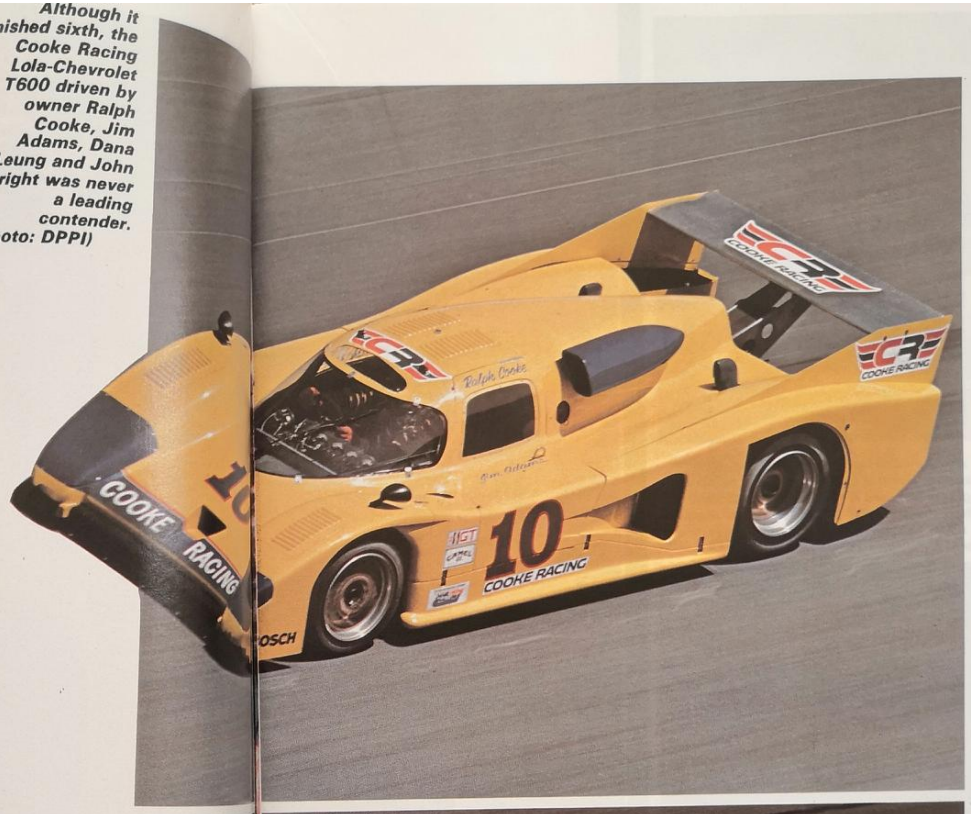


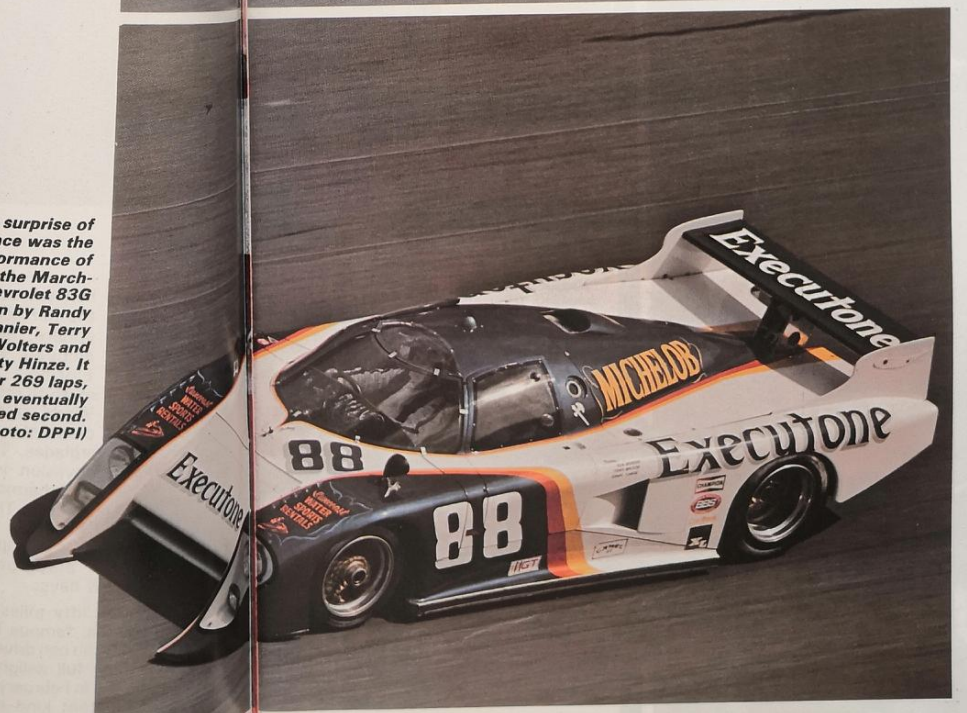
The marshals, perched in their towers around the banking, have an important task, particularly when things go wrong, such as when Interscope's Lola T600 caught fire curing pratice. In the race, Porsche 911 N° 19 went off on the first lap, while other retirements included Gene Hackman's Toyota Celica N° 99, Ferrari Boxer N° 65, Mustang N° 01, Mazda N° 82 and Corvette N° 41. (Photos: DPPI and First Line)



Although it finished sixth, the Cooke Racing Lola-Chevrolet T600 driven by owner Ralph Cooke, Jim Adams, Dana Leung and John Bright was never a leading contender. (Photo: DPPI)



The surprise of the race was the performance of the March-Chevrolet 83G driven by Randy Lanier, Terry Wolters and Marty Hinze. It lead for 269 laps, but eventually finished second. (Photo: DPPI)



tries, a fourth man was included in the team: Argentine Formula Two champion Guillermo Maldonado. This was his first sortie outside his home country, and his performance lead Walltrip to comment that *"it will be a miracle if A.J. doesn't lay one on him before the end of the race."* The second Nimrod, one of last year's models rebuilt, was to be driven by Drake Olsen son of Aston Martin's American sales director, and rapid Canadian John Graham. Third driver was the charming Lyn St James, a TransAm specialist who will be driving a Mercury Capri prepared by Tom Gloy's Lane Sports Racing in 1983.

Ranged against these two 'foreigners' was the majority of the regular IMSA runners, although by no means all for some teams simply weren't ready, and others were unwilling to risk their machinery against the Daytona banking's unforgiving concrete retaining walls.

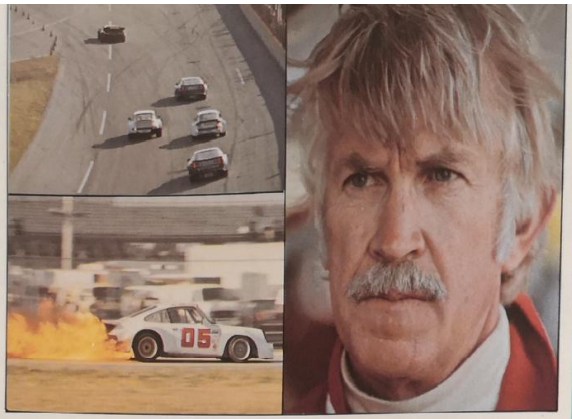
Jaguar Cars Inc., the New Jersey-based importer, entered an entirely new XJR5 built up by Group 44. The previous car had been destroyed against one of the Daytona concrete walls during the final IMSA round on November 28 last year.

The car's chassis is semi-monocoque in honeycomb aluminium strengthened by steel bulkheads. It is designed by Lee Dykstra and uses a Jaguar V12 engine of 5300cc, fed by Weber carburetters and developing 525 bhp. It is certainly a superb machine, and attracted favourable comment from John Bishop who was proud to announce that *"our championship is the battleground between two famous racing marques: Jaguar and Aston Martin,"* while the FISA World series could only attract a *"Porsche versus Porsche battle."*

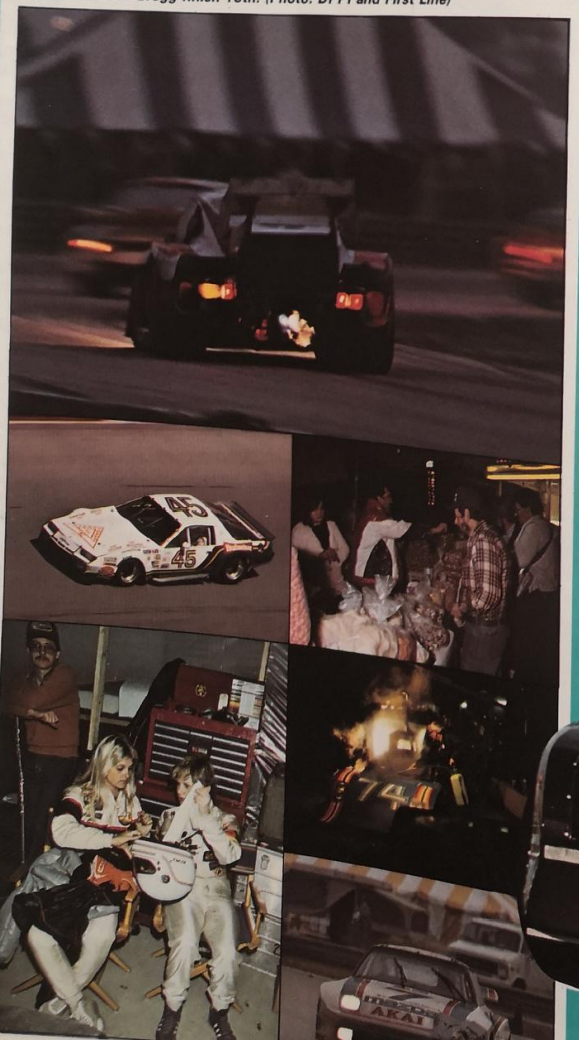
There were two March Group C cars entered, one by Motorsports Marketing, in this case an 83G powered by a VDS-prepared Chevrolet V8. The Red Lobster chain of restaurants entered an old 82G into which had been fitted a 6 cylinder 3.2 litre Porsche engine, but there were severe difficulties with this last minute effort, and it only did 14 rather slow laps.

There were three Lolas entered, one by Ralph Cooke, the major shareholder of the Dataspeed company. This was a T600 fitted with its usual V8 Chevrolet prepared by Promotor Engineering. Interscope, the team owned by millionaire Ted Field, entered two T600s. One was fitted with the usual V8 Chevrolet but the other had a 209 cubic inch, 3300cc V6 Chevrolet fitted with a single turbo from the Japanese company Ishi Kawajima Harima. Like the V8, it was built up by Ryan Falconer at Santa Ana, California and developed around 680 bhp. It made its race debut in November of last year when it was fitted with twin turbos, which have now been banned by the regulations.

Up against these GTP (or roughly speaking, Group C) cars was a crowd of Porsche 935s entered in GTX (or Group 5.) Preston Henn has made a for-

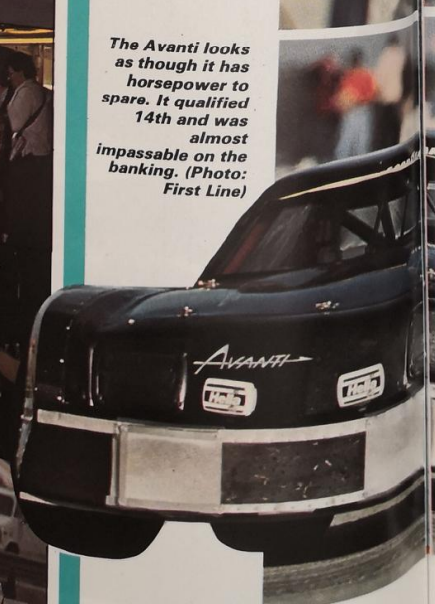


Any 24 hour race has a certain magic to it, and Daytona has that classic tag. Nearly 20 years after he quit the Formula One scene, Ronnie Bucknum was racing in the 24 hours, but retired as did the Stratagraph Camaro N° 45 and the utilitarian Chevron-Buick N° 47. They did better than Porsche N° 05 which never made the start. Mazda RX7 N° 7 finished third, while the Bonnie Henn-Kathy Rude duo helped Deborah Gregg finish 13th. (Photo: DPPI and First Line)



Even when he's kissing the barrier at high speed on the Daytona banking, AJ chews his gum. They say he even chews in his sleep, but that's just a story. (Photo: DPPI)

The Avanti looks as though it has horsepower to spare. It qualified 14th and was almost impassable on the banking. (Photo: First Line)



tune in Florida by using his drive-in cinemas as outdoor markets during the day. He entered a new spaceframe 935 built up by Andial in California under the direction of expatriot German Alvin Springer. The car was fitted with a 3.2 litre twin turbo unit developing around 730/740 bhp and built up by Brumos in Jacksonville, Florida. This is the garage which belonged to the late Peter Gregg and now run by his widow Deborah. She was one of three ladies driving a 924 GTR with Preston Henn's daughter Bonnie and Kathy Rude. The Andial 935 was to be driven by Bob Wollek and Claude Ballot-Lena, and its chief rival was to be a long-tailed 935 which Bruce Leven's Bayside company had entered for the owner plus Al Holbert and Hurley Haywood. Bayside has the exclusive rights to garbage disposal in Seattle, Washington. A T600 fitted with a Porsche engine and a single Ishi Kawajima Harima turbo was not ready in time for the race.

John Paul Senior's JLP Racing entered a 935 for son John Paul Junior, the 1982 IMSA champion, who would share with René Rodriguez and Joe Castellano. Bob Akin was entered in an old 935 as his part Porsche/part Lola had been destroyed at Daytona at the end of last year, and he was sharing with Dale Whittington and John O'Steen. The slower 935s would find themselves among the faster American cars which included the two Stratagraph Camaros and the surprising Avanti, ancestor of the Studebaker Avanti designed 25 years ago by stylist Raymond Loewi and still in production in Indiana. The rest of the 80 strong entry comprised rotary-engined RX7s (including one in GTP), Camaros, Corvettes, Firebirds, Porsche 911s and lesser powered machines, including the three works Toyota Celicas entered by Dan Gurney's All American Racers. This was an impressive turn-out, not simply because of the cars themselves and the team behind them, but also drivers.

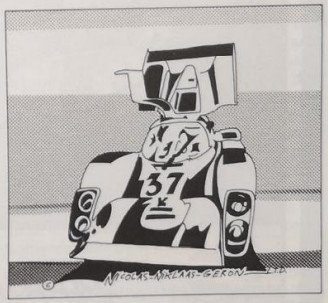
Reigning CanAm champion Al Unser Junior was joined by Wally Dallenbach Junior, son the famous USAC driver, Michael Chandler, an American hope for the future and actor Gene Hackman. Two Formula Atlantic drivers, Whitney Ganz and the black driver Willy T. Ribbs plus two Japanese drivers Kaoru Hoshino and Masanori Sekiya completed the driving strength.

"We have an alert that a Tornado is currently approaching. Please prepare to find shelter." That was the message flashed up on TV screens on Wednesday morning during the daily cartoon show. It was scarcely postcard weather when the first unofficial sessions got under way: dark, heavy sky, a strong wind and cool temperatures. The next day, the first official session got started under a partially covered sky, but at least the track was dry. It was then that the first five rows of the grid were decided, despite further efforts the next day.

The wick was well turned up on Bob Wollek's turbo engine when he won pole position, and shortly after the engine broke altogether, but that didn't wipe the smile off Preston Henn's face. Bob was more than four seconds ahead of the next four cars, all Porsche 935s which preceded the Cooke Racing Lola T600, Jaguar and Interscope Lola-Chevrolet T600 in which Bill Whittington had had a fright when a tyre blew on the banking which destroyed one corner of the car's suspension and began a spectacular fire. Next up were the two Stratagraph Camaros and the Avanti which proved to be at home on the banking, and then the March 83G driven by the first of the non-sprinters. Both Aston Martin Nimrods were in trouble, as was the V6 Interscope Lola which broke a turbo.

The sun had returned and the temperature had risen by the next day when Danny Ongais got within 0.4s of Wollek's time before a tyre blew, just as it had on the V8 the previous day. The Aston Martin Nimrods had improved, but the sixth row was the best that could be attained. Because of their various problems, the Interscope team decided to race only their V6 T600. Previously, they have started both '0' and '00' cars, and then retired the worst placed after the first hour.

When the 79 starters lined up on the grid for the 3.30 pm start on Saturday afternoon, it was warm and sunny, just the paradise that travel agents sell as Florida. Queues of cars and motorhomes had been lining up to get through the tunnel to the infield. The crowds virtually abandoned the enormous stands around the oval for this race, preferring to spectate at the corners. More than 40,000 spectators came to spend the night watching the 24 hours, bringing with them ample supplies of beer and enough firewood to keep the camp fires burning throughout the night.



Bob Wollek took off into the lead at the start, but he soon had to give best to his rivals for whom the main aim appeared to be to lead, even if only momentarily.

Bob Akin, Hurley Haywood and John Paul Junior all went by in their 935s, followed by Bob Tullius in the Jaguar. It wasn't a difficult task because Bob was in trouble with boost pressure from the turbos.

The left hand turbo had to be changed before the end of the first hour, and the right one was also changed soon after,

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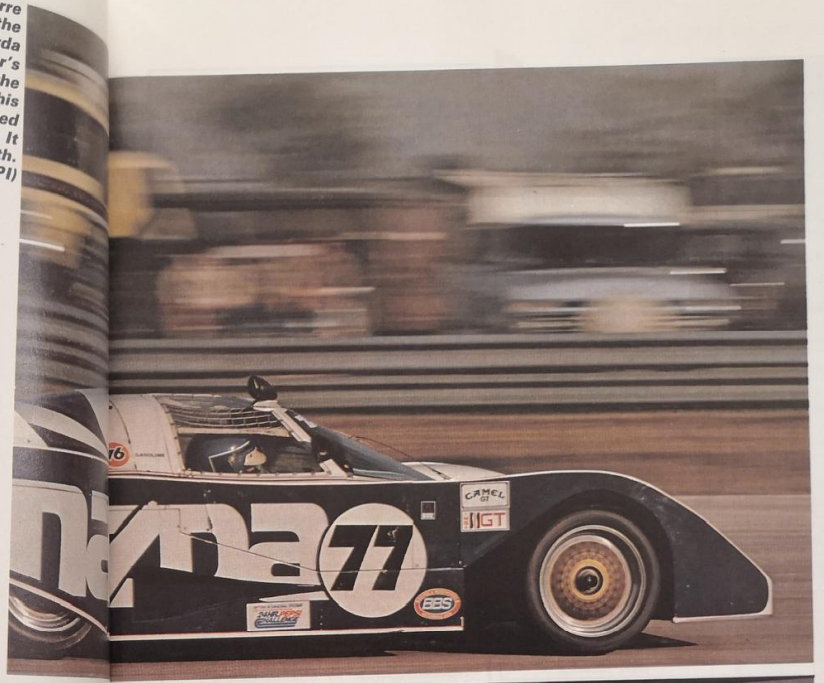
Bill France Junior has now taken over from his father as clerk of the course at Daytona. March-Porsche 83G N° 25 wasn't ready to qualify but started, only to retire, as did the 935s of Bruce Leven (N° 86) and Bob Akin (N° 5.) Porsche N° 52 made it to the end. The winners withstood the rain to reach the rostrum, while the Japanese crew of the third placed Mazda were well fed during the night. (Photos: DPPI and First Line)

Swiss-born Pierre Honegger has the US Mazda importer's blessing in the creation of this rotary powered GTP car. It finished eighth. (Photo: DPPI)



Miami resident Frank Rubino entered an all-pink Porsche 935 which he nicknamed the 'Pink Panzer'. Co-drivers were Pepe Romero and the talented Doc Bundy joined by Bill Whittington during the night, but they finished down in 11th place. (Photo: DPPI)

dropping the Andial Porsche to the back of the field. But brilliant Bob and Ballot-Lena methodically chipped away at their deficit, and soon there was only the March 83G of Lanier/Hinze/Wolters to be overtaken. The rest of the opposition had been decimated. The Pepsi Cola 935 had thumped the wall when O'Steen was driving; part of the Jaguar's suspension had broken, sending it crashing into the wall, seriously damaging the front left side of the car and bending the monocoque. John Paul's 935 had also been in the wars: René Rodriguez had twice hit the wall and then lost the left rear wheel.

Rodriguez came haring into the pits as though he had all four wheels. Not surprisingly, it took around an hour to repair the damage he'd done to the car, and later more time was lost replacing a heat exchanger. The Bayside Porsche suffered fire damage while Interscope's Lola retired with a broken turbo having spent an hour in the pits after making contact with the Morton/Klausler Mustang.

Both the Nimrods retired with engine trouble which had steadily become more and more aggravating and the cars never really featured. As A.J. Foyt was preparing to leave for his hotel, Preston Henn approached him asking if he would drive the Andial 935. The Texan accepted, after a few thousand dollars had changed hands, but as he'd never driven a 935 before, he asked to be excused any night driving and left for a good night's sleep.

When he arrived back at the circuit the next day, it had been raining for an hour, and 'his' car was in first place in spite of a fuel tank problem which necessitated a stop every forty minutes. Wollek and Ballot-Lena had overtaken the March.

When AJ slid behind the wheel at 8.49 am, the race was practically over. It was raining and the infield was becoming impracticable. The race was virtually under the pace car continuously, and finally the organisers decided to suspend the race temporarily. At 11.15 a am, the cars returned to their pits to wait for the weather to clear. An hour passed, which was to be included in the elapsed time of the race, before the cars went out on a drying track to head for the 3.30 pm finish. The main aim now was to stay on the road, which the Andial 935 succeeded in doing, crossing the line to win in spite of a down-on-power engine, probably caused by a broken valve.

So Preston Henn's team won its first ever IMSA race, and two Frenchmen won the Daytona 24 hours for the first time. Bob Wollek had quite a hard time from some of the American journalists after he'd commented on Foyt's sudden appearance in the team. But once he'd made himself understood to American journalists, and put his comments into context, all was forgotten and he spent a typical American evening celebrating his Daytona win.

Didier Braillon

□

DAYTONA 24 HOURS

International Motor Sport Association's (IMSA) 1983 Camel GT championship, round 1

Official event name : 24 hr Pepsi Challenge.

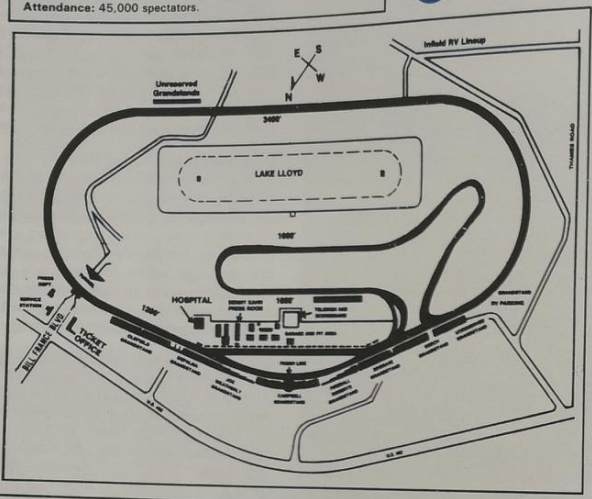
Date: February 5/6, 1983.

Distance: 24 hours of 3.841 mile circuit.

Weather conditions : hot and sunny on the Saturday, cooler and raining on the Sunday.

Attendance: 45,000 spectators.

24HR. PEPSI CHALLENGE



FORMER WINNERS

1962: Dan Gurney/Lotus 19 (3 hours)
1963: Pedro Rodriguez/Ferrari (3 hours)
1964: Pedro Rodriguez-Phil Hill/Ferrari (2000 kms)
1965: Ken Miles-Lloyd Ruby/Ford (2000 kms)
1966: Ken Miles-Lloyd Ruby/Ford Mk2 (24 hours)
1967: Lorenzo Bandini-Chris Amon/Ferrari 330 P4 (24 hours)
1968: Vic Elford-Jochen Neerpasch/Porsche 907 (24 hours)
1969: Mark Donohue-Chuck Parsons/Lola-Chevrolet T70 (24 hours)
1970: Pedro Rodriguez-Leo Kinnunen/Porsche 917 (24 hours)
1971: Pedro Rodriguez-Jackie Oliver/Porsche 917 (24 hours)
1972: Mario Andretti-Jacky Ickx/Ferrari 312 P (6 hours)
1973: Peter Gregg-Hurley Haywood/Porsche Carrera (24 hours)
1974: not held
1975: Peter Gregg-Hurley Haywood/Porsche Carrera (24 hours)
1976: Peter Gregg-Brian Redman-John Fitzpatrick/BMW 3.5 CSL (24 hours)
1977: John Graves-Hurley Haywood-Dave Helmick/Porsche Carrera (24 hours)
1978: Rolf Stommelen-Toine Hezemans-Peter Gregg/Porsche 935 (24 hours)
1979: Ted Field-Danny Ongais-Hurley Haywood/Porsche 935 (24 hours)
1980: Rolf Stommelen-Volkert Merl-Rheinhold Jöst/Porsche 935 (24 hours)
1981: Bob Garretson-Bobby Rahal-Brian Redman/Porsche 935 (24 hours)
1982: John Paul Jnr-John Paul Snr-Rolf Stommelen/Porsche 935 (24 hours)

LEADERS

1st to 4th lap: Andial Porsche 935/Wollek-Ballot-Lena-Foyt-Henn
5th lap: Porsche 935 K3/ Akin-D. Whittington-O'Steen
6th to 7th lap: Jaguar XJR5/Tullius-Adam-Bedard
8th to 26th lap: Porsche 935/Leven-Haywood-Holbert
27th to 28th lap: Jaguar XJR5/Tullius-Adam-Bedard
29th to 46th lap: Porsche 935/Leven-Haywood-Holbert
47th to 63rd lap: Jaguar XJR5/Tullius-Adam-Bedard
64th to 138th lap: Porsche 935 K3/Paul Jnr-Rodriguez-Castellano
139th to 167th lap: March-Chevrolet 83G/Lanier-Wolters-Hinze
168th to 171st lap: Ferrari 512 BB/Baird-Mead-Pumpelly
172nd to 378th lap: March-Chevrolet 83G/Lanier-Wolters-Hinze
379th to 393rd lap: Andial Porsche 935/Wollek-Ballot-Lena-Foyt-Henn
394th to 406th lap: March-Chevrolet 83G/Lanier-Wolters-Hinze
407th to 515th lap: Andial Porsche 935/Wollek-Ballot-Lena-Foyt-Henn
416th to 439th lap: March-Chevrolet 83G/Lanier-Wolters-Hinze
440th to 618th lap: Andial Porsche 935/Wollek-Ballot-Lena-Foyt-Henn

STARTING GRID

6-ANDIAL PORSCHE 935
Wollek-Ballot Lena-P. Henn (1)
1'42"155

47-PORSCHE 935 K3
Rubino-Romero-Bundy (2)
1'46"976

86-PORSCHE 935
Leven-Haywood-Holbert
1'47"929

44-JAGUAR XJR5
Tullius-Adam-Bedard
1'49"823

45-CHEVROLET CAMARO
Felton-Williams-Frink
1'50"593

0-LOLA T600 CHEVROLET V6
Field-Ongais-B. Whittington
1'42"554

11-ASTON MARTIN NIMROD
Waltrip-Foyt-Needell-Maldonado
1'50"000

88-MARCH 83G CHEVROLET V8
Lanier-Wolters-Hinze
1'51"524

14-PONTIAC FIREBIRD
Raub-Shafer-Moses
1'53"179

2-PORSCHE 935
Hinze (4)
1'54"289

65-FERRARI 512BB
Baird-Mead-Pumpelly
1'55"925

07-PORSCHE 934
Heimrath Sr-Heimrath Jr
1'56"379

55-BMW M1
Montoya-Herman-Garcia
1'57"202

43-CHEVROLET CAMARO
B. Gregg-Young-Richardson
1'57"779

85-PORSCHE 924 GTR
Lloyd-Drolsom-J. Palmer
1'58"274

61-CHEVROLET MONZA
Courteney-O'Neill-Sereix
1'59"081

40-BMW M1
Bieri-Gyiser-Hubbard
2'00"928

58-PORSCHE 924 GTR
D. Gregg-B. Henn-Rude
2'01"480

41-CHEVROLET CORVETTE
R. Schmidt-S. Schmidt-S. Schmidt
2'02"428

98-TOYOTA CELICA
Aase-Chandler-Unser Jr
2'02"764

8-PORSCHE 935
Paul Sr-Currin
2'03"053

66-MAZDA RX7
Dunham-Kline-Compton
2'03"603

87-PORSCHE 934
Beasley-Lewis-Ashford
2'03"942

82-MAZDA RX7
Varde-Baldwin-Casey
2'04"274

01-FORD MUSTANG
Morton-Klausler
2'04"450

81-CHEVROLET CAMARO
Whitaker-Keck-McDill
2'04"513

51-MAZDA RX7
Carmean-Herman-Finger
2'05"105

02-FORD MUSTANG
Minter-Bucknum
2'05"559

99-TOYOTA CELICA
Hoshino-Sekiya-Hackman
2'05"866

15-PORSCHE 934
Lutz-Panaccione-Connor
2'05"906

71-DATSUN ZX
Morgan-Johnson-Miller
2'06"217

97-TOYOTA CELICA
Dallenbach Jr-Ganz-Ribbs
2'06"475

83-CHEVROLET CAMARO
Gassaway-Smith-Cogbill
2'06"934

60-MAZDA RX7
Dietrich-Ivey-Cook
2'07"930

27-MAZDA RX7
Fowells-Mummery-Sheehy
2'08"550

06-MAZDA RX7
Diehl-Newsome
2'11"342

42-PORSCHE 911
Bean-Wonzer
2'12"364

78-PORSCHE 911
Bitterauf-Smith-Flanders
2'14"843

72-CHEVROLET CORVETTE
Baker-Martin
2'16"407

38-MAZDA RX7
Mandeville-Johnson-Smith
No time

1-PORSCHE 935K3
Paul Jr-Rodriguez-Castellano
1'46"345

5-PORSCHE 935K3
Akin-D. Whittington-O'Steen
1'47"140

10-LOLA T600 CHEVROLET V8
Cooks-J. Adams-Leung-Bright
1'49"398

00-LOLA T600 CHEVROLET V8 (3)
Field-Ongais-B. Whittington
1'50"524

4-CHEVROLET CAMARO
Hegan-Labonte-Frink
1'50"742

21-ASTON MARTIN NIMROD
St-James-Olson-Graham
1'49"398

28-AVANTI CHEVROLET
H. Adams-Martin-Ruttman
1'51"447

24-PORSCHE 935
Speer-Madren-Ratcliff
1'51"945

13-PONTIAC FIREBIRD
Brummer-Pate-Eitel
1'53"568

26-CHEVROLET CAMARO
Nehl-Silcox-Valentine
1'54"340

04-PONTIAC FIREBIRD
Canary-Libert-Witmeur-Carmillet
1'56"064

7-MAZDA RX7
Halsmer-Reed-Knoop
1'56"421

84-CHEVROLET CAMARO
Donaldson-Pope-Murray
1'57"527

03-PORSCHE 935
Pallavicini-Frank
1'58"273

36-PORSCHE 924 GTR
Miller-Busby-Grable
1'58"742

77-MAZDA GTP
Honegger-Bohren-D. Palmer
1'59"656

92-MAZDA RX7
Mueller-Visger-McDonough
2'01"367

05-PORSCHE 934
Almeida-Soto-Morejon
2'02"315

75-CHEVROLET CORVETTE
Boand-Anderson-Stephens
2'02"713

29-CHEVROLET CAMARO
Overby-Bell-Doyle
2'02"854

63-MAZDA RX7
Downing-Maffucci-Potter
2'03"563

19-PORSCHE 934
Van Every-Tisdelle
2'03"708

64-PORSCHE 934
Hulen-Coupland-Speakman
2'04"146

74-CHEVRON BUICK
Del Taylor-Angus-Dassineer
2'04"343

49-CHEVROLET MONZA
Overbagh-Kirill-Price
2'04"482

9-PORSCHE 934
Baker-Mullen-Garretson
2'04"892

09-CHEVROLET CAMARO
Cicoone-Shinn-Cogbill
2'05"479

35-PORSCHE 934
Gilgan-Leon-Pickering
2'05"642

50-PORSCHE 934
Febles-Fonseca-Valverde
2'05"887

37-MAZDA RX7
Burdsall-Welter-Bacon
2'06"018

79-PORSCHE 924 GTR
Winters-Bergstrom-Dawe
2'06"382

31-CHEVROLET CAMARO
Kuhel-Neland-Kreider
2'06"901

67-PONTIAC FIREBIRD
Forbes Robinson-Witzenburg-Swan
2'07"105

89-PORSCHE 934
Jamsal-Barrientos-Galdamez
2'08"416

90-PORSCHE 911
Shaefer-Zitza-Refenning
2'10"076

32-MAZDA RX7
Cline-Romano-Powell
2'11"500

30-PORSCHE 911
Case-Ryneroon
2'14"204

52-PORSCHE 911
Cripe-Duncan-Gauthier
2'15"790

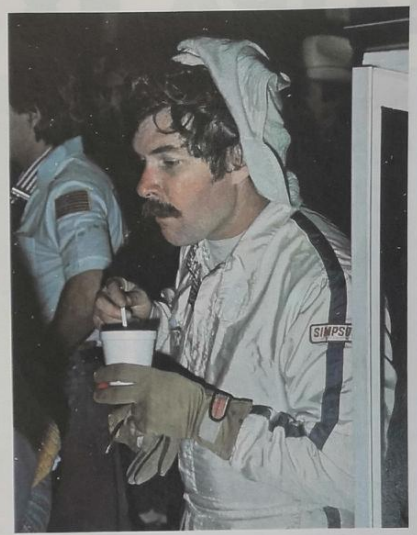
25-MARCH 82G PORSCHE
Cowart-Miller-de Narvaez
No time

(1) Foyt joined Wollek-Ballot-Lena-Henn at the 17th hour after the retirement of Nimrod Aston Martin N°11.
(2) Bill Whittington joined Rubino-Romero-Bundy after the retirement of Lola-Chevrolet T600 N°0.
(3) This car was withdrawn, the Interscope team prefering to concentrate their efforts on the Chevrolet V6 turbo engined Lola T600 N°0.
(4) Withdrawn, reason not given.
(5) NOTE: The ten best times set during the first qualifying session earned the first ten places on grid, and they have been set in bold type.

RESULTS

1. Andial Porsche 935/Wollek-Ballot-Lena-Foyt-P. Henn. 618 laps, 2373,929 miles in 24 hrs 01'27"025, 98.815 mph.

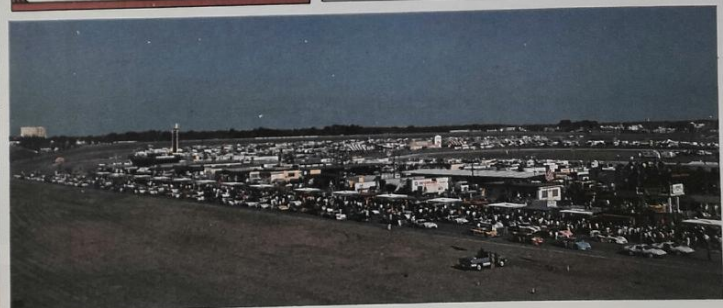
2. March 83G Chevrolet V8	**Lanier-Wolters-Hinze**	**612 laps**
3. Mazda RX7	**Halsmer-Reed-Knoop**	**598 laps**
4. Porsche 935	**Speer-Madren-Ratcliff**	**578 laps**
5. Porsche 934	**Febles-Fonseca-Valverde**	**568 laps**
6. Lola T600 Chevrolet V8	**Cooks-Adams-Leung-Bright**	**563 laps**
7. Porsche 934	**Almeida-Soto-Morejon**	**561 laps**
8. Mazda GTP	**Honegger-Bohren-D. Palmer**	**553 laps**
9. Porsche 934	**Baker-Mullen-Garretson**	**551 laps**
10. Porsche 934	**Gilgan-Leon-Pickering**	**547 laps**
11. Porsche 935K3	**Rubino-Romero-Bundy-B. Whittington**	**546 laps**
12. Mazda RX7	**Mueller-Visger-McDonough**	**544 laps**
13. Porsche 924 GTR	**D. Gregg-B. Henn-Rude**	**531 laps**
14. Porsche 911	**Shaefer-Zitza-Refenning**	**525 laps**
15. Chevrolet Monza	**Courtney-O'Neill-Sereix**	**525 laps**
16. Porsche 935	Leven-Haywood-Holbert	515 laps/retired, lost wheel
17. Mazda RX7	**Dietrich-Ivey-Cook**	**514 laps**
18. Porsche 924 GTR	**Lloyd-Drolsom-Palmer**	**500 laps**
19. Mazda RX7	**Mandeville-Johnson-Smith**	**478 laps**
20. Chevrolet Camaro	**Hegan-Labonte-Frink**	**467 laps**
21. Mazda RX7	**Downing-Maffucci-Potter**	**466 laps**
22. Chevrolet Camaro	**Overby-Bell-Doyle**	**438 laps**
23. Mazda RX7	**Burdsall-Welter-Bacon**	**436 laps**
24. Chevrolet Camaro	Nehl-Silcox-Valentine	426 laps/retired, accident
25. Porsche 935K3	Paul Jr-Rodriguez-Castellano	412 laps/retired, broken turbo
26. Pontiac Firebird	Brummer-Pate-Eitel	411 laps/retired, engine
27. Avanti Chevrolet	**H. Adams-Martin-Ruttman**	**410 laps**
28. BMW M1	**Bieri-Gylser-Hubbard**	**406 laps**
29. Toyota Celica	**Dallenbach Jr-Ganz-Ribbs**	**385 laps**
30. Chevrolet Corvette	**Boand-Anderson-Stephens**	**350 laps**
31. Chevrolet Camaro	Gassaway-Smith-Cogbill	357 laps/retired, transmission
32. Porsche 911	**Cripe-Duncan-Gauthier**	**312 laps**
33. Datsun ZX	Morgan-Johnson-Miller	305 laps/retired, engine
34. Mazda RX7	Fowells-Mummery-Sheehy	300 laps/retired, accident
35. Porsche 911	Bitterhauf-Smith-Flanders	299 laps/retired, engine
36. Ferrari 512BB	Baird-Mead-Pumpelly	294 laps/retired, engine
37. Chevrolet Camaro	Garcia-Dilella	285 laps/retired, accident
38. Ford Mustang	Morton-Klausler	284 laps/retired, engine
39. Chevrolet Corvette	Baker-Marlin	284 laps/retired, accident
40. Chevrolet Corvette	R. Schmidt-S. Schmidt-S. Schmidt	263 laps/retired, accident
41. Chevrolet Monza	**Overbagh-Kirill-Price**	**243 laps**
42. Mazda RX7	Dunham-Kline-Compton	242 laps/retired, engine
43. Chevrolet Camaro	Felton-Williams-Frink	223 laps/retired, accident
44. Aston Martin Nimrod	St-James-Olson-Graham	208 laps/retired, engine
45. Porsche 924 GTR	Winters-Bergstrom-Dawe	193 laps/retired, engine
46. BMW M1	Montoya-Herman-Garcia	172 laps/retired, electrics
47. Pontiac Firebird	Raub-Shafer-Moses	165 laps/retired, engine
48. Porsche 911	Goral-Northam-Figaro	161 laps/retired, engine
49. Chevron Buick	Del Taylor-Angus-Dassinger	152 laps/retired, engine
50. Jaguar XJR-5	Tullius-Adam-Bedard	130 laps/retired, accident
51. Toyota Celica	Aase-Chandler-Unser Jr	130 laps/retired, engine
52. Porsche 934	Jamsal-Barrientos-Galdamez	122 laps/retired, accident
53. Chevrolet Camaro	Kuhel-Neland-Kreider	122 laps/retired, engine
54. Aston Martin Nimrod	Waltrip-Foyt-Needell-Maldonado	121 laps/retired, engine
55. Pontiac Firebird	Forbes Robinson-Witzenburg-Swan	121 laps/retired, engine
56. Porsche 911	Bean-Wonzer	118 laps/retired, transmission
57. Toyota Celica	Hoshino-Sekiya-Hackman	118 laps/retired, transmission
58. Porsche 934	Hulen-Coupland-Speakman	118 laps/retired, electrics
59. Porsche 934	Lutz-Panaccione-Connor	113 laps/retired, lost wheel
60. Chevrolet Camaro	Whitaker-Keck-McDill	098 laps/retired, transmission
61. Porsche 924 GTR	Miller-Busby-Grable	091 laps/retired, engine
62. Mazda RX7	**Diehl-Newsome**	**087 laps**
63. Chevrolet Camaro	B. Gregg-Young-Richardson	085 laps/retired, transmission
64. Pontiac Firebird	Canary-Libert-Witmeur-Carmillet	085 laps/retired, accident
65. Mazda RX7	Cline-Romano-Powell	082 laps/retired, transmission
66. Chevrolet Camaro	Donaldson-Pope-Murray	079 laps/retired, transmission
67. Porsche 934	Heimrath Sr-Heimrath Jr	071 laps/retired, oil leak
68. Porsche 911	Case-Ryneroon	067 laps/retired, engine
69. Mazda RX7	Carmean-Herman-Finger	057 laps/retired, accident
70. Mazda RX7	Varde-Baldwin-Casey	052 laps/retired, engine
71. Porsche 934	Beasley-Lewis-Ashford	052 laps/retired, engine
72. Lola T600 Chevrolet V8	Field-Ongais-B. Whittington	047 laps/retired, turbo
73. Porsche 935 K3	Akin-D. Whittington-O'Steen	043 laps/retired, accident
74. Porsche 935	Pallavicini-Frank	024 laps/retired, engine
75. Ford Mustang	Minter-Bucknum	024 laps/retired, oil leak
76. Porsche 935	Paul Sr-Currin	015 laps/retired, reason unknown
77. March 82G Porsche	Cowart-Miller-de Narvaez	014 laps/retired, various reasons
78. Chevrolet et Camaro	Cicoone-Shinn-Cogbill	006 laps/retired, engine
79. Porsche 934	Van Every-Tisdelle	000 laps/retired, accident



IMSA

CAMEL GT

FASTEST LAP
Wollek/Andial Porsche 935, 1'49"220 on 450th lap, 126.613 mph
CATEGORY GT (Prototype) WINNERS
Wollek-Ballot-Lena-Foyt-Henn/Andial Porsche 935
CATEGORY GTO (GT over 2000cc) WINNERS
Halsmer-Reed-Knoop/Mazda RX7
CATEGORY GTU (GT under 2500cc) WINNERS
Mueller-Visger-McDonough/Mazda RX7



EXTRA, EXTRA

BOB'S FAUX PAS

"No one has ever set this car up," commented Bob Wollek in his usual placid if stern voice. He had just taken part in Thursday's first practice session, one that was to be decisive in determining the first five rows of the grid. Turning to teammate Claude Ballot-Lena, Bob reported that *"it's still understeering in tight corners,"* before finishing on a confident note that *"it's a winning car for this race."*

Bob had just proved that fact conclusively by setting pole position time of 1m 42.155s, an average of 135 mph. He was more than four seconds quicker than the next quickest driver, John Paul Junior in the Lola. It was an amazing time, nearly a second faster than Rolf Stommelen's pole position time in 1982. But it was set at some expense. The boost button had been given a tweak in the right direction, but it proved too much for the engine which gave up the ghost shortly after.

But it needed more than bent and broken metal to wipe the smile off the face of team owner Preston Henn. Beneath his enormous stetson, which would be more at home at a rodeo than a motor race, the wealthy amateur from Pompano Beach was utterly delighted at Bob's achievement.

But to a European professional such as Bob, Henn's team had weak points. The car seemed efficient enough, but it did seem somewhat 'bitza.' The chassis was a tubular effort put together by Andial in California under the supervision of German-born Alvin Springer. Into this quasi-Moby Dick was fitted a 3.2 litre twin turbo engine giving around 730 to 740 bhp having been prepared by Brumos (the late Peter Gregg's garage in Jacksonville.)

Meanwhile, the two Frenchmen had formulated their own very strict tactics for this race. They would keep up a regular pace and anyone who wanted to go quicker could do so. There were quite likely to be cars and drivers who would want to go quicker in the opening stages with more emphasis on the TV cameras covering the start than those covering the finish: *"Americans don't have the same views of motor racing as we do,"* commented Bob. *"Our aim is the final result, they seem to concentrate on instant publicity."*

And he was right. He lead for the first four laps, but was soon to be overtaken. Bob Akin had good reason to try and overtake: his car is sponsored by Coca Cola whereas the race was sponsored by Pepsi Cola. But Akin was followed through by the Jaguar, Hurley Haywood's Bayside Porsche 935 and then the Jaguar did it again at the end of the first hour.

Bob hadn't expected his carefully planned programme to be placed in jeopardy.

After 45 minutes, the Andial Porsche pitted for the left turbo to be replaced, and the car dropped to 58th place. Scarcely half an hour later, the right turbo began to show signs of weakening and once again the car came into the pits, this time stopping for nine minutes which dropped it even further down the order. Things weren't going to plan and the two Frenchmen were no longer confident of a good result. *"The turbo blades are mangled as though they've been battered by sand, but we can't find anything in the turbos that shouldn't be there,"* confided Ballot-Lena, nursing broken parts in his hands. Perhaps it was just a faulty batch of turbos...

Preston Henn did his stint, as much to reap some of the glory should the team win, but then Bob and Claude began their charge through the field: 47th in the second hour, they were up to 22nd by the third, 13th on the fourth, fifth at the fifth hour, and fourth at the sixth hour. They were up to third at the seventh hour, up to second an hour later with only the March-Chevrolet 83G of Randy Lanier/Terry Wolters/Marty Hinze ahead of them. The March was refuelling every 60 minutes to the Porsche's 40, but it wasn't long before the German car was in the lead.

The two Frenchmen did their utmost to retain their lead throughout the night. They would brush the banking walls at 180 mph, cut their braking areas as short as possible and keep out of the way of the many amateur drivers lurking in the black night.

"We really got ourselves into gear," explained Ballot-Lena in the morning. *"The problem was that the turbo was really holding back, we had a lot of lag, so the revs weren't building up on the banking and we were having difficulty overtaking the big American cars. Now Bob knows the 935 better than anyone, so he began using left foot braking in the final left before the banking so as to keep up the revs. I wasn't prepared to risk that sort of thing!"*

With the dawn came the rain. At exactly 7.46 am the wet tyres were fitted. An hour later, the car came in for a driver change, but it wasn't Bob, nor Ballot-Lena nor even Preston Henn who slipped behind the wheel but A.J. Foyt. The Texan Indy ace was able to drive the Porsche thanks to liberal regulations which allow a driver to take over a different car to that in which he started, even if he hasn't practised the second car.

No doubt Preston Henn reckoned it would be good publicity for his Swap Shops. He negotiated the deal the previous evening when the Nimrod that A.J. had been driving was retired. The deal reputedly cost Henn only $5000, but it upset his two French drivers. Ballot-Lena wasn't pleased, but was at least philosophical: *"I'm going to enjoy showing friends the photographs of me telling A.J. Foyt how the car is going."* Bob, however, reacted rather more sharply.

"He knows nothing," he commented acidly, and most of the American media seized on his words.

Unfortunately, Bob's words were misunderstood. What he meant was that Foyt didn't know the car, nor its controls, nor about driving a turbo car in the rain, particularly as CART cars aren't raced in the rain. He wouldn't know how to change an injection belt if it broke out on the circuit: such things could compromise possible eventual victory. But it was a risk to make such a comment about the great A.J. Indy winner in 1961, 1964, 1967, Daytona 500 miles winner in 1972; you just don't say such things about A.J. even if he hasn't driven an Endurance race since winning Le Mans in 1967. It was like telling Western fans that John Wayne was a bad actor.

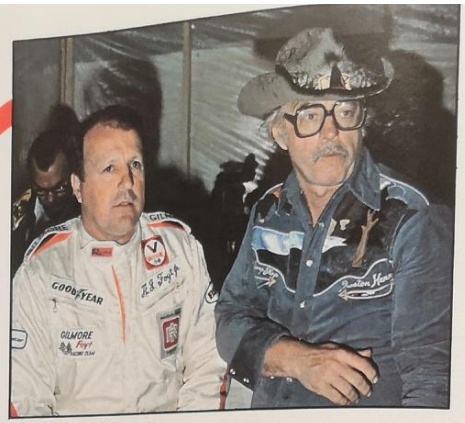
Bob had to pay dearly for his comment after the race. He was submerged by American journalists to whom he confirmed his basic worries—that Foyt's joining the team was a mistake which could have cost them victory—but clarified his comment. *"I have no worries as to Foyt's driving: he's one of the best drivers in the World; and I know that he wouldn't be unduly worried in the rain because his dirt-track experience means that he's used to a sliding car. But in the early hours of the morning, our car was on five cylinders. The engine was misfiring, cutting out on occasions, and I was worried how he would cope in these testing conditions."*

The Texan hero, inseperable from his chewing gum, shared victory with the Frenchmen, accepting accolades with humility and simplicity, and accepting that his role in victory was negligible. Most of his stints were in the rain, much of the time under yellow flags with often the pace car as his main rival! □

Didier Braillon

FRENCH TOAST

The Daytona 24 hours began well for Preston Henn. The stetson-hatted entrepreneur from Pompano Beach invested in the costly Andial Porsche 935, and Bob Wollek dominated practice in the new car



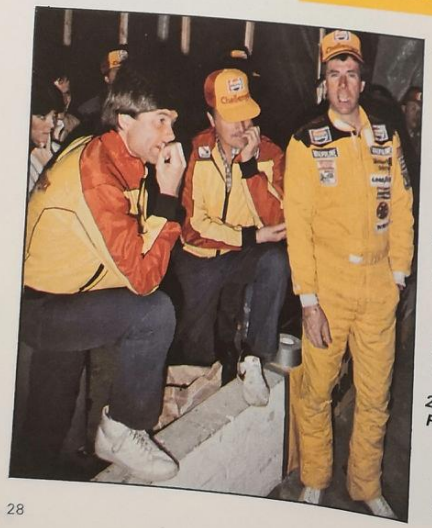
spirits of his two French drivers was the agreement that Henn had made the previous evening with A.J. Foyt for the great American to share what was now the leading 935. Whatever, Americans and Frenchmen headed for the chequered flag where Wollek could share the sweet taste of victory with Deborah Gregg whose Brumos race shop had built the winning engine.

(Photos : DPPI and First Line)

by taking an unapproachable pole position. But in the early stages of the race, two broken turbos knocked the car back, well out of contention. But once the turbos were changed, Bob and teammate Ballot-Lena began to make up the deficit, in spite of a faulty fuel tank which meant more frequent fuel stops than normal. On the 379th lap as dawn was breaking, the Frenchmen reached the pinacle: they moved into a lead that they weren't to lose. But at breakfast time, down came the rain, dampening spirits and the track. The race was stopped for an hour, but further dampening the

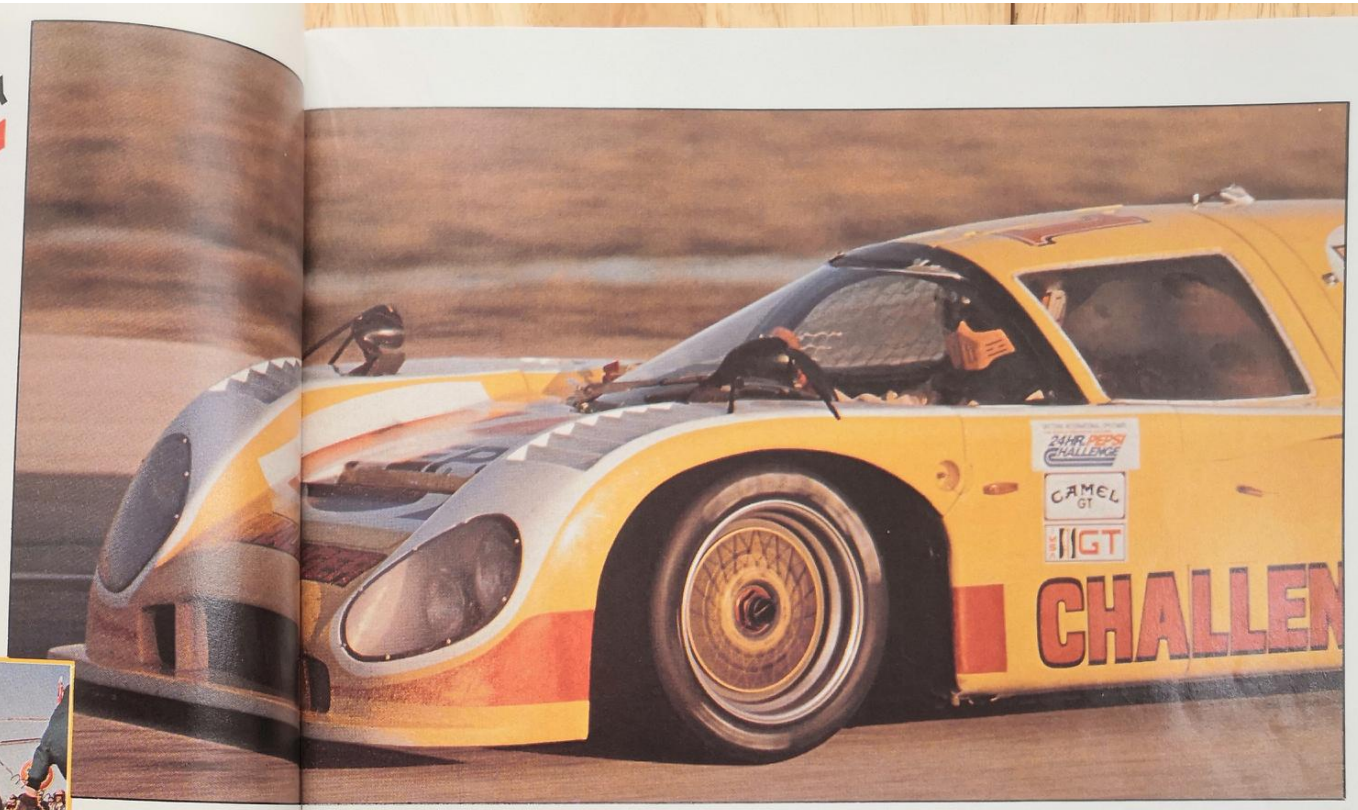
SHORT STORY

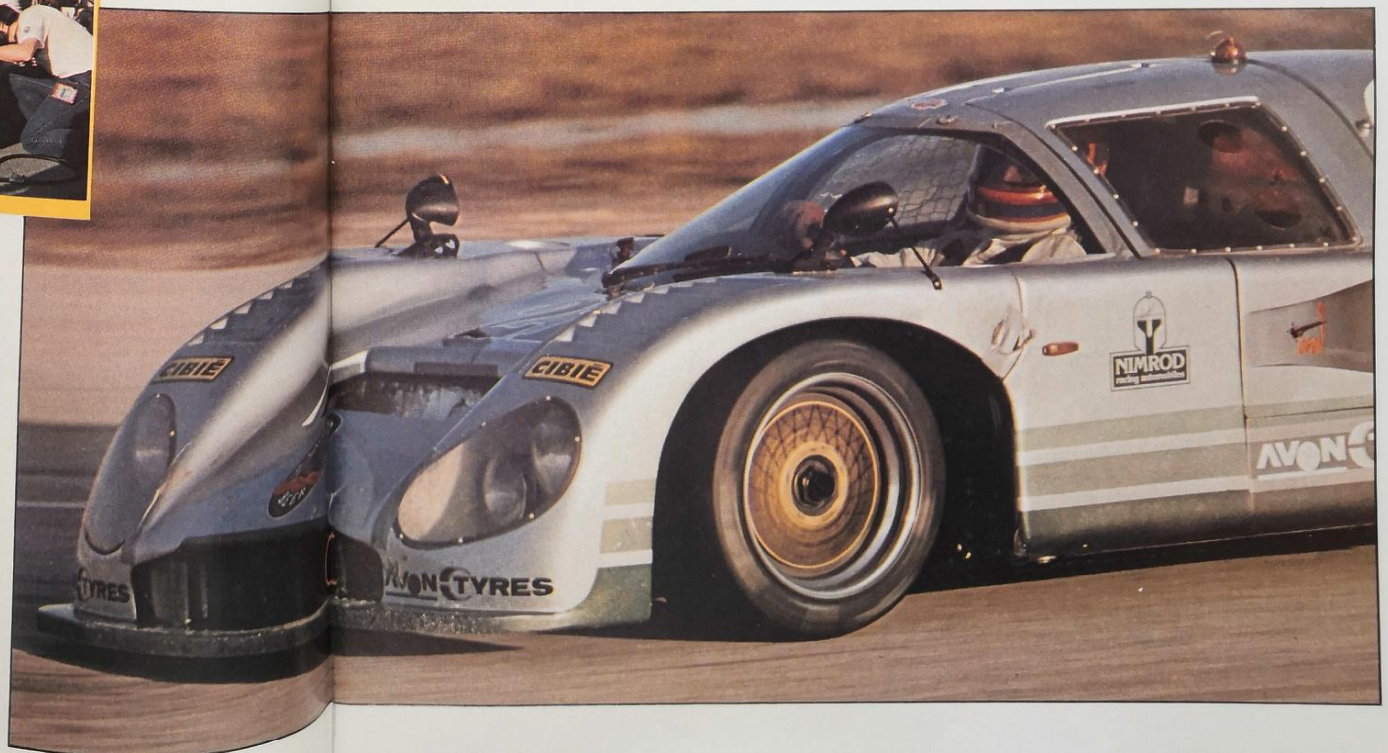
The Nimrod team took a bold step in leaving Europe and crossing the Atlantic to enter two cars in the Daytona 24 hours. Thanks to various sponsors, and Pepsi in particular, the British team found themselves with some pretty high calibre drivers. Tiff Needell remained in the team for this race, joined by the legendary A.J. Foyt and NASCAR star Darrell Waltrip, left to

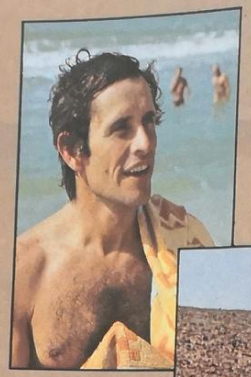


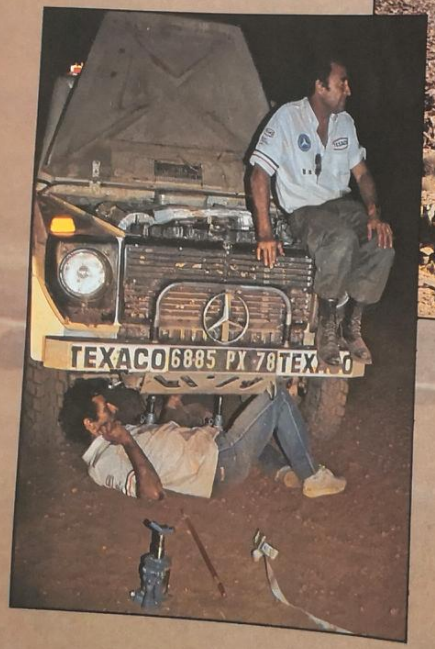
right in our picture. They drove the Pepsi Challenger as the brand new Nimrod was renamed, while the decorative Lyn St James headed the driving strength in the older Moosehead Beer-sponsored Nimrod. One might have expected the 535 bhp of the Aston Martin Lagonda engines to go on beating long after the more tempestuous Porsche 935s, but that wasn't to be the case. 'Pepsi' and 'Moose' lasted 121 and 208 laps respectively. So Foyt changed camps and found himself in the winning team!

(Photos: DPPI and First Line)









THE CHAMPION'S OBSESSION

"If you're prepared to do without your air-conditioned press office, remain filthy for two out of three days, do what Louis XIV used to do and drown yourself in deodorant so as not to smell too badly; if you're prepared to sleep in the freezing cold under stars, and make your dinner and do an oil change in the same pot, then get yourself ready to come on next year's Paris-Dakar rally." **The eyes were full of life, the voice charged with enthusiasm but Jacky Ickx's infectious excitement was not directed towards the 1983 Porsche 956 which he was testing. He was telling us about his "exhausting holiday"**

by Didier Braillon

As World Endurance champion, Jacky Ickx is an essential element in the works Porsche team. Ickx and long distance racing are synonymous, even if the man himself would chuck it all in if Renault, Brabham or Ferrari offered him a drive. But the one thing that he really loves is the Paris-Dakar trans-Sahara rally. Success in motor racing takes a back seat when it comes to this unique event.

"I first found out about it in January 1980. Claude Brasseur, the French actor, and I were skiing when we saw pictures of the Paris-Dakar on TV. It seemed to stir something in us. Without realising just what I was getting myself into, I said to Claude that we'd do it together the following year. It was a sort of bet, a dare, rather like a child rushing into the unknown."

But so it was that the Jacky Ickx-Claude Brasseur pairing lined up for the start of the 1981 event in a Citroen CX. *"If I'd known then what I know now, we could have won in that car."* But the two men realised that the television hadn't lied to them; they had made the right decision.

"Until then, I had only experienced the professional side of motor racing, with the physical effects and mental side-effects that that can entail in terms of exhaustion and depression. Suddenly, the Paris-Dakar was the breath of fresh air that I was waiting for, that I needed."

So the Ickx-Brasseur team returned in 1982, this time in a Mercedes 280 GE. They didn't win, but were penalised half way through the event. So with nothing to lose, they pulled out all the stops during the second half of the event. They were flat our everywhere! *"That's when I realised just how incredibly strong the Mercedes is. Once it's properly prepared, it's virtually indestructible."*

They went back again last January, and this time they won. Jacky virtually lead from start to finish, winning with disconcerting ease. *"It's impossible to drive at 100 per cent. I reckon that at best, I was at 80 per cent of my physical capabilities. You have to hold some in reserve so that when you do go off, it isn't too quickly. The terrain is very unforgiving and you have to try and concentrate for 18 days. At Le Mans, you race for 24 hours, and you feel exhausted the next day and that's it. But when you get into the second week of the Paris-Dakar, it's very tough on the nerves. I must admit that three or four days from the finish, I really had a bad time and was in a permanent state of stress. I couldn't get over it, I kept asking myself what was going to happen next, what was going to break or stop us from finishing. I almost turned to jelly, and I couldn't wait to finish."*

Listening to Jacky, one realises that the Paris-Dakar is by no means pleasure. There seems little element of 'holiday' to it, so why does Jacky keep doing it?

"The reason is that one discovers things about oneself on an event like this. Each time it may be different, but it's a personal experience and as important as the sporting aspect. It's remarkable how the man in the street gets excited about an event like this and how he reacts to it, either in a negative or positive way. Tens of thousands of people watch us on the French section from Paris to Sete. They stand out in the street, often in quite unpleasant conditions, simply to watch us drive past. Such a mass phenomena isn't just chance; it's born out of the frustration that people feel in their cloistered lives and the need for either moral or physical escape created by our modern world. And there are those who get the chance to do it themselves, such as us, and those who follow us in their dreams."

Jacky's enthusiasm is convincing, as is his desire to get us to participate as well. *"Yes, this event has become an obsession and I think about it all year. In fact I was even thinking about next year's event prior to the start of this year's! I think a lot of International class drivers will take part in the future, even though it's difficult to do because there are few works teams, and in most cases, you have to do all the organisation yourself."*

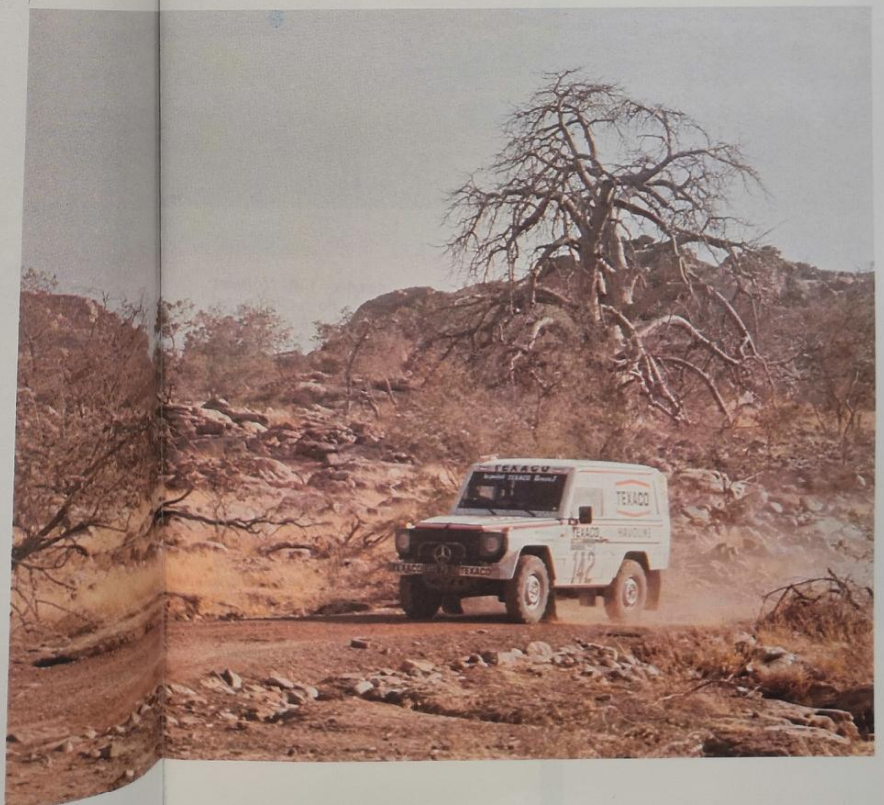
Many people thought that Jacky was a works Mercedes driver on the event this year, but that wasn't the case. *"In my 15 years at the peak of motor racing I've never had to get involved in the organisation of a team, but I organised most of our Paris-Dakar effort myself. I was involved in the mounting of the whole operation, and followed the car's preparation closely. That's particularly interesting, because everyone has their own ideas as to how a car should be prepared, but the thing is to have the right idea, so it's interesting to diagnose how good those ideas are once out on the event.*

"I really had to convince Mercedes to give us some support for the event, and that's not the sort of thing I'm used to doing, I've never felt this kind of missionary sensation before, and I've never tried to explain the feelings that I get from racing before..."

Jacky's 280GE originally came from Graz in Austria and was prepared by Mercedes-France. But it wasn't entirely reliable. The back axle gave trouble, and strengthening welds came apart. Jacky attributes the problems to faulty workmanship and the fact that Michelin suggested they run with higher tyre pressures in order to avoid punctures having suffered eight the previous year. But the higher pressures caused more shocks to be transmitted through the vehicle. However, they were shocks that his skill could minimise.

"The style of driving needed in Africa is like nothing else. It's pure instinct; analysing the countryside can give an indication of what is about to come next. You have to look for the signs. Furthermore, far from being spectacular as one tends to think from watching on television, one really has to drive very sedately. One has to try not to slide the car in case you rip open a tyre on a rock."

Left to right, 1981 winner René Metge in a Range Rover with actor Claude Brasseur and Jacky Ickx during one of the rare periods of rest. (Photo: DPPI)



"Once you've prepared a Mercedes 280GE, it's virtually indestructible," says Jacky Ickx. But Jacky was lucky to win, for his Mercedes suffered front axle failure. (Photo : First Line

So the event is long and tiring, but the driver has to behave himself and not, apparently, enjoy himself. So where's the fun?

"It's discovering the real character of people when they are faced with inhospitable countryside where it is impossible to discover what's going to happen next. In such lonely surroundings, everyone communicates with everyone else. Even the bike people and car people talk to one another. It's an event that's full of good nature in the noblest sense. It's varied and in most cases unrecognised, but it manifests itself in a very high standard of sporting attitudes. There are perhaps 10 per cent negative cases, but generally speaking, it's the same sort of atmosphere as that of the Liège-Rome-Liège in the fifties, with an added dimension.

"And then you find yourself face to face with yourself in an extraordinary way. The nights in particular, are fantastic. You see an incredible number of stars, shooting stars and even satellites. It's a sort of an amazing dream with the added dimension of the challenge of an exciting adventure for everyone. The organisers are also enjoying this experience, so this is no clinical, slickly-run, oiled organisation. Delays,inaccuracies and lack of comfort form part of our lives."

Jacky will be back again in 1984 but with which car? He still isn't certain. *"A Mercedes 280GE with 200 bhp and with a dry weight of 2000 kilos* (or 2450 kilos with drivers and fuel) *could still win next year but it's going to be threatened more and more by real prototypes from the Baja 1000 in California. The Ladas, with 2000 bhp to 1000 kilos with a five speed Peugeot box and Chrysler engine have already shown which way things are going."*

To Jacky, there is nothing better. It's a kind of dream, with surrealistic touches. He tried to persuade me again, just in case he hadn't been successful the first time. *"You know Didier, there's nothing like it, lying in the desert, your back on the sand, stars in your eyes, listening to classical music on your Walkman. It's the most amazing feeling in the world."*

□

MIAMI GRAND PRIX

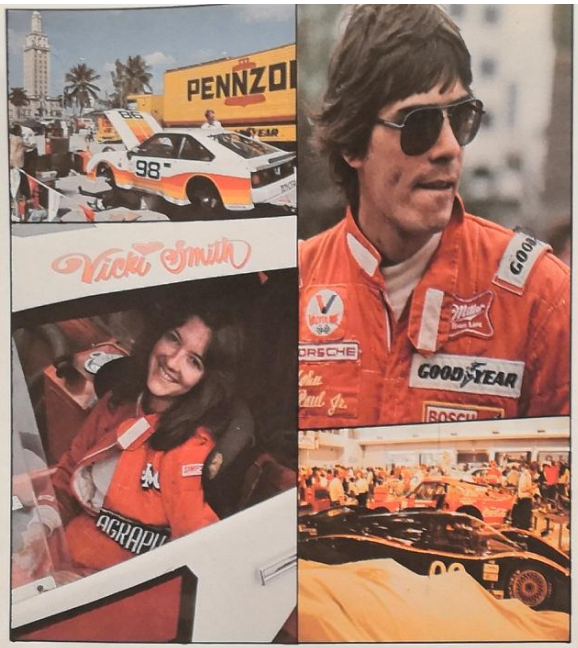
Al Holbert bounced back and won. Bob Wollek was second on the track, but ninth in the points. The March 83G and the Porsche 935 flew over the Miami wettersports no-one doubted that the Sea World Dolphins were the best design. (Photos: B. Asset et D. Braillon).

Long Beach, Las Vegas, Detroit... and now Miami, the fourth American city to play host to a motor race through its streets, following the tradition of Monaco and Pau. The idea was that of real estate broker Ralph Sanchez and seafood magnate Phil Corey, and their proposition was accepted by the city fathers. The Miami Grand Prix would be run on a 1.85 mile circuit laid out on the seafront. This would remind the well-travelled fans of Monaco thanks to the section bordering Miamarina, it might also remind them of Detroit due to the chicanes laid out on Biscayne Boulevard, and the northern section was reminiscent of Las Vegas as it was created out of a sandy parking lot. So the circuit was an interesting mixture of known and recognised locations, but with the added charm—according to some—that it was a real road circuit. There were bumps, lots of different surfaces, camber changes, two railway crossings and badly located speed bumps which did little more than allow the track to be covered with sand and stones which severely limited the cornering line and the possibility of overtaking.

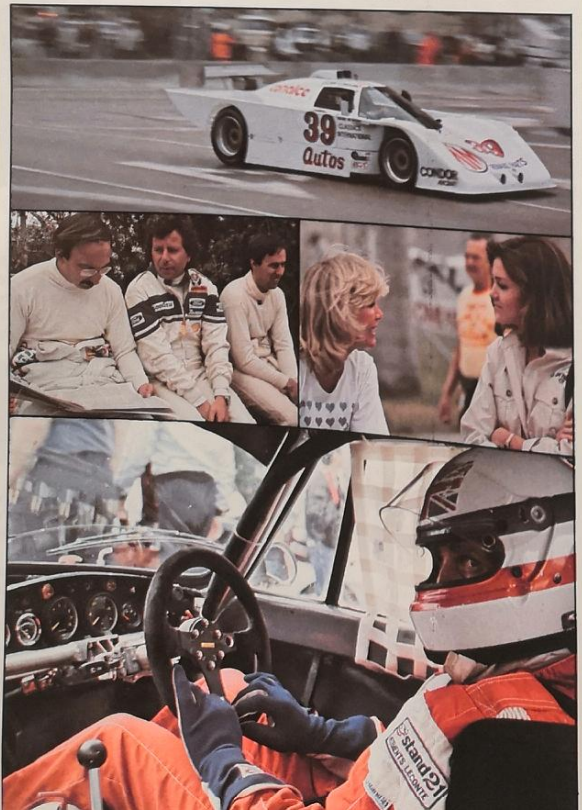
The task of trying to control the 550 to 750 bhp of GTP and GTX cars in this second round of the Camel GT championship and to coax them to the finish was not going be a pleasant one. The organisers realised that it was going to be physically tiring, and consequently, they decided to limit their 500 kilometer Grand Prix to a race with a maximum of three and a half hours, although the actual average speed around the circuit was an unknown factor.

Competitors were greatly attracted by the superb $225,000 prize fund, and consequently the GTP (Group C) and GTX (Group 5) categories were superbly supported. Because of the length of the circuit, these two classes were to race on their own in the Grand Prix, being seperated from the GTU (GT under 2500cc) and GTO (GT over 2500cc) classes for which 34 lap races were held on Saturday afternoon and Sunday morning respectively. Thirty-three cars turned up to race in GTP/GTX, 25 of them potential winners and mostly driven by International class drivers.

After his win in the Daytona 24 hours, Preston Henn was back again with his Porsche 935, once again driven by Bob Wollek who was happy to be back in Florida. His co-driver on this occasion was yet another potential American hero, current SuperVee champion Mike Andretti who was being advised by a very bronzed father. A second Porsche was entered under the Swap Shops banner, this one a K3 to be driven by the moustachioed patron and his blonde daughter Bonnie. There were, of course, more Porsches in GTX, including Bob Akin's Coca Cola-sponsored K3 which he was to share with Dale Whittington, Gianpiero Moretti's Moby Dick version co-driven by South African rally star Sarel van der Merwe as at Kyalami last year, and two K3s rented out by John Paul



The garages were superbly equipped, but on the eve of practice Dan Gurney preferred to work on his Toyota in the open air. John Paul Jnr gained a marvellous pole position in a race where Gene Felton divided the driving of the Camaro Stratagraph with a charming teamate. The Gunn JG1 did a few laps, Bobby Rahal, Klaus Ludwig and Geoff Brabham had high hopes of Eric Zakowski's car, likewise Derek Bell and John Fitzpatrick. (Photos: B. Asset).



Fabulous John Paul Jnr! It was with style that he sealed an indestructable pole quick enough, one supects, to have done it on European Goodyear qualifying tyres, not generally available in the USA. (Photos: B. Asset)

Anonymous and paying drivers for the Nimrod: the yellow one driven by Drake Olsen follows the little rotary Mazda GTP and a confident Vic Gonzales. (Photos: B. Asset)

With 560 horse power the Mustang Zakspeed was delicately driven in the rain. Bobby Rahal-Klaus Ludwig nevertheless finished third. (Photo: B. Asset)

Senior. Finally, John Fitzpatrick brought over his two Porsches from San Diego; one was the specially bodied version with a short tail seen at Brands Hatch last year which the boss would share with David Hobbs, while the other was the Moby Dick model with the phenomenal pairing of works Porsche drivers Derek Bell and Jochen Mass.

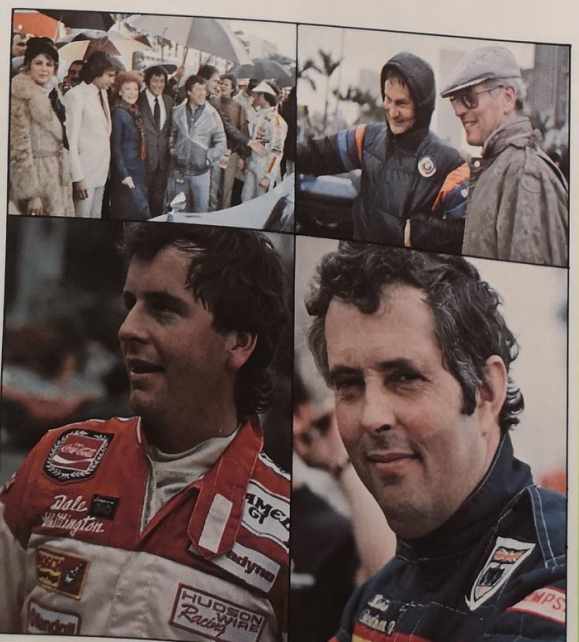
But it was to the GTP cars that everyone was looking for a winner. Daytona's Aston Martin versus Jaguar battle continued but on a lesser scale: the Group 44 V12 had been repaired after its second encounter with the Daytona walls in as many races, while the Nimrod Aston Martins had lost their famous drivers from Daytona and were now in the hands of lesser known pay drivers. Another battle was that between English specialist manufacturers, Lola and March. In the Eric Broadley corner were two Interscope Lola T600s from which Danny Ongais and Bill Whittington could chose either a V8 or turbocharged V6 Chevrolet-engined version. Cooke Racing's version was to be driven by the team patron with spectacular German driver Harald Grohs, while Rayfin had their red 'Miss Budweiser'—sponsored model for Chris Cord and Jim Adams. Finally, John Lee Paul Senior's JLP Racing entered a pale blue version for René Rodriguez and John Paul Junior, current IMSA champion.

In the Robin Herd corner there was a considerably modified 83G for Al Holbert and Jim Trueman, a similar Motorsport Marketing entry for the promosing pairing of Tiff Needell and Howdy Holmes, the Marty Hinze-Randy Lanier 83G, and the Porsche 935-engined 82G entered by Red Lobster Racing which managed only 14 laps at Daytona. Lola's answer to Porsche-engined GTP cars was the Bayside Disposal T600 entry from Bruce Leven which appeared but was not raced at Daytona. Hurley Haywood and Brian Redman were down to drive.

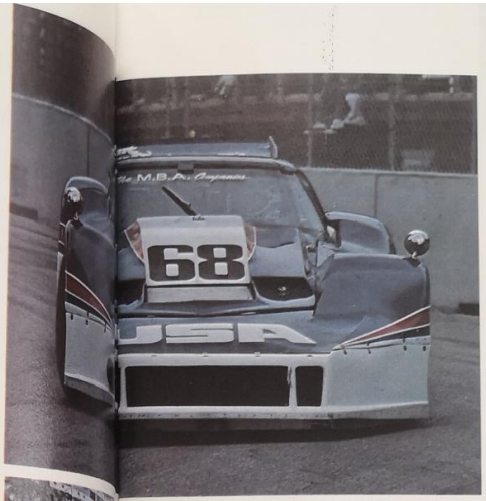
Amongst the other potential winners were two former Group C cars fitted with Cosworth engines. Ian Dawson's Grid S1 was Stateside to be driven by Emilio de Villota and CART star Tom Sneva, while the ill-fated Mirage M12 which made a brief debut at Le Mans last year was in the hands of ex-BMW M1 drivers Garcia and Naon. Finally, Ford's IMSA effort centres around two turbocharged Mustangs under Erich Zakowski's capable management. They develop 560 bhp and weigh 860 kilos and had been tested at the rather basic West Palm Beach circuit. The team's drivers were only rivalled by Fitz's: Klaus Ludwig and Bobby Rahal would share one car, and Geoff Brabham and Tim Cocconis, a Formula Atlantic star, would share the other.

Only one day of practice was scheduled which wouldn't leave much time for the drivers to set up the cars. There would be an hour and a half on Saturday morning, and an hour that afternoon. Much to our photographer's chagrin, the previous day's sun was hidden behind heavy cloud and the temperature had fallen to a

"No pictures": Bruce Leven, Alvin Springer and Jurgen Barth examine the Lola-Porsche. Dennis Aase qualified his Toyota on pole in the GTU, Bob Tullius disappointed some and Gianpiero Moretti made his return to the USA. Emilio de Villota found a good team mate in Tom Sneva for the Grid Coswoth, but he could not drive. By some miracle Miss USA escaped the rain.
(Photo: B. Asset)

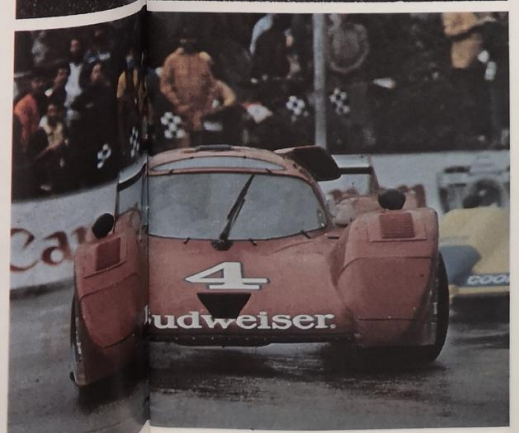


"Old Corvettes never die". This one was a veritable monster, totally unsuited to the circuit.
(Photo: B. Asset)



The 0 was prefered to the 00: Danny Ongais decided to play safe in the choosing track a V8 Lola T600.
(Photo: B. Asset)

Lola ballet in the rain: The flaming T600 number 9 of Chris Cord-Jim Adams leads That of Ralph Cooke-Harald Grohs.
(Photo: B. Asset)



relatively low 25°. Danny Ongais set the fastest time in the V6 turbo-engined Lola before the engine gave trouble and he had to change cars. Behind him came Wollek, Fitzpatrick and John P. Junior.

Because of the engine problem, Ryan Falconer advised the Interscope men to concentrate their efforts on the V8-engined Lola, and it was with this car that Ongais continued his quest for pole position and the considerable prizes involved: $10,000 and a Mazda RX7. That afternoon, Fitz reckoned he had won pole with a 1'25"688 after a clear lap. He was strolling in the pits, confident that neither John Junior, Wollek, Ongais nor Holbert could beat his time. But John Junior had been on top form throughout the day. He was obviously trying very hard, the car sliding around the hairpins under power as though he was on the hand brake, and leaping from bump to bump like an oversize Kart. And on one freak lap, right at the end, everything came right: 1'24"646 at an average of 71.331 mph.

Five hundred kilometers would not be covered in three and a half hours. But the Paul family weren't entirely happy about John Junior's pole position, for he no longer had a teammate!

Local driver René Rodriguez had hired the drive with the reigning champion, but had hurled his Corvette into the wall at one of the faster corners when practising for GTO and he didn't feel like driving any more. So an arrangement was made with Brian Redman who was having a quiet time with the temperamental Lola-Porsche. He would start in the Porsche-engined car, and then take over John Junior's V8 Chevrolet-engined version at half distance. Only American regulations would allow this, but a precedent had already been set at Daytona—it could never happen in Europe.

At the end of the day, under the still grey sky, Mazda RX7s, Datsun ZXs, and Porsche 911s went out to battle for the GTU honours. Included in this field were the brace of Toyota Celicas prepared by Dan Gurney's All American Racers for Dennis Aase and Atlantic star Whitney Ganz. Aase started from pole position but it was Ganz who finished second behind the inevitable RX7 which dominates this class. Back at the hotel, teams and spectators learned the bad news: the weather for Sunday was looking bad with high winds and rain expected to blow up from the Florida Keys, that thin chain of islands that flows into the Carribean from South Florida. Such storms were immortalised in the Humphrey Bogart film Key Largo, and true to form, the slim palm trees were waving in the wind the next morning as dark clouds scurried out to sea, soon replaced by driving rain. In miserable conditions, gum chewing Gene Felton, complete with NASCAR-style open face helmet and Richard Petty shades, eased himself through the window of his Camaro, carefully kept the brute on the track in the slippery conditions, and was in second place when Don Devendorf retired his agile and dominant Datsun ZX turbo out of the GTO qualifier.

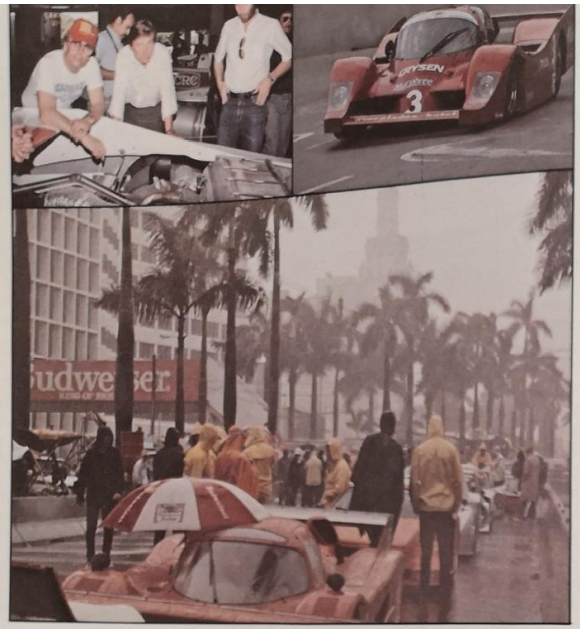
By the time the GTOs were back in the garage, the wind had picked up even more and the rain seemed twice as wet, but at least it was warm! The organisers had hoped that over 70,000 spectators would crowd behind the debris fencing to watch this unique event. But the locals to whom this race would be such a novelty and such a distraction, preferred to stay at home in the comfort of their own homes and watch the TV transmission by the Spanish language network SIN. It was only the very hardy, keen or foolish who braved the weather on race day to sit in the open grandstands , but there were certainly a fair number in the stands and under the trees.

Meanwhile, the organisers had the good sense to prepare for the worst: that it would continue to rain throughout the day. They declared that the Grand Prix would be valid after an hour and 45 minutes of racing. They also stated that as it was likely that the pace car would be used: in case of total stoppage using the red flag, the order would be taken as from the previous lap, and not from the last racing lap. This was an important detail, and one which would cost some teams dearly.

The track was soaking when the cars went out for the rolling start, and spray limited visibility considerably. As they came up towards the start, John Junior hung back, creating a real traffic jam behind him, a ploy not unknown in rolling starts of this kind, designed to allow poleman to get his car a flying start. But Fitz, alongside him, wasn't going to play the game, and when the flag was waved, he shot straight into the lead, leaving John Paul Junior way back in the field. But the race direction clearly didn't appreciate Fitz's tactics, and at the first refuelling stop, the J. David Porsche was to be held for an extra 30 seconds as a penalty.

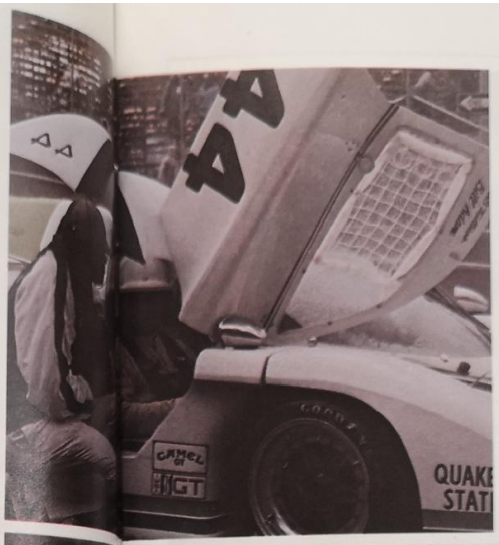
So Fitz lead part of the first lap, but the damp was playing havoc with his engine, and out of the corners he suffered a very severe case of turbo lag. It was Al Holbert who powered past the Porsche in his big March which he was handling with skill in the difficult conditions. Danny Ongais and Bob Wollek also overtook Fitz and began to close on Holbert. The Hawaian succeeded in overtaking the March, but Wollek lost time when he had to slow due to a backmarker spinning in front of him. He soon began to make up the lost ground, but then the rain came down with even more force. Out of the hairpin, Ongais's black Lola suddenly snapped out of line as it powered through a stream across the track, and in a second, the car had slammed into the concrete retaining wall. Ongais continued without stopping, but the Lola was obviously badly damaged and out of the race.

Holbert re-inherited the lead, but there were few people interested. Cars were spinning everywhere, even the hardiest of spectators and photographers had sheltered in the vain attempt of keeping something dry. Both Nimrods spun,



The Corvette profited by a sensational engine and Tiff Needell teamed with Howdy Holmes in Motorsport Marketing's March 83G. Derek Bell and Jochen Mass shared John Fitzpatrick's "Moby Dick", whereas the March 82G-Porsche was making its second outing. Stars were everywhere, Brian Redman and Dale Whittington were nonetheless shadowed by Paul Newman, talking with Robin Herd, and Regine, always with the Andretti family. (Photos: B. Asset)

The Jaguar was slightly damaged in the first laps. Like the others Bob Tullius waits for a second start. In Vain. (Photos: B. Asset)



Moretti crunched the front end of his Porsche into a wall at walking pace, and there were incidents all through the field.

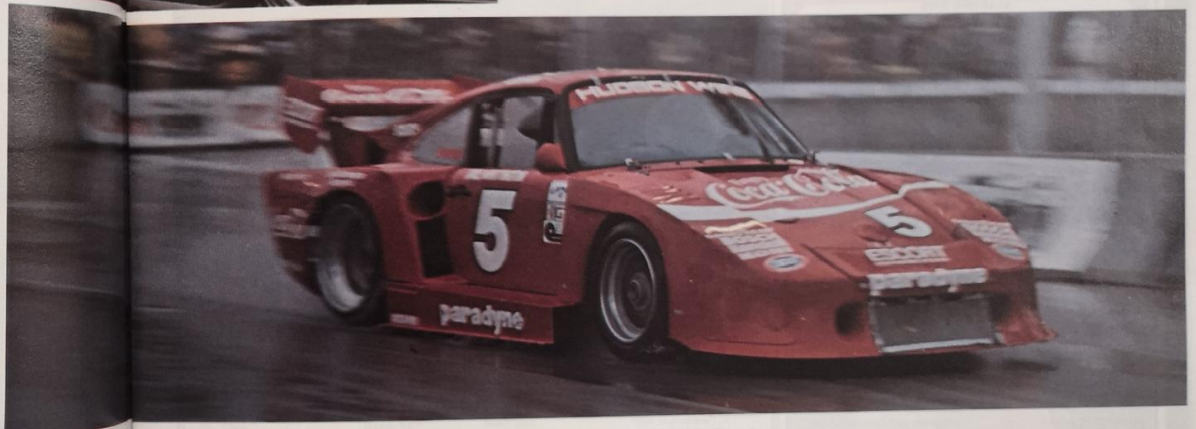
Damp electrics caused misfires and the pace slowed dramatically, to such an extent that when the Mazda pace car appeared on the 17th lap, it was actually quicker than some of the less experienced drivers on their huge rain tyres. Behind the RX7 pace car came Holbert leading Wollek, John Paul Junior, Ludwig, Fitzpatrick, Mass, Doc Bundy's Nimrod, Tullius's Jaguar and Bill Whittington who had taken over the Henn family's 935 at the last minute when Preston declined to drive in the rain. Behind the 935 came Garcia's Mirage.

Under the pace car, many competitors felt that it was time to take advantage of the delay and come in to attempt to dry wet electrics, replace damaged bodywork or simply refuel. Amongst these were Wollek, Mass, Cooke and Moretti who all then took up station at the back of the field ready for the re-start. But after ten laps behind the pace car, the race organisers decided to stop what was little more than a parade which looked as though it could go on for ever. There appeared to be no let-up in the rain. So the cars filed into the pits to wait, and no work could be done on the cars while they were there. They were waiting for two things: either for the rain to stop, or for the 105th minute of the race, in which case the order would be taken and the race declared finished. But meanwhile, the organisers tried to stem the floods that threatened to make the track impassable anyway. Firemen with pumps and motorised street cleaners attempted to clear the flooded areas, but the water built up, trapped by the concrete retaining walls, and it was soon obvious that the race would end when the 105 minute time limit was up.

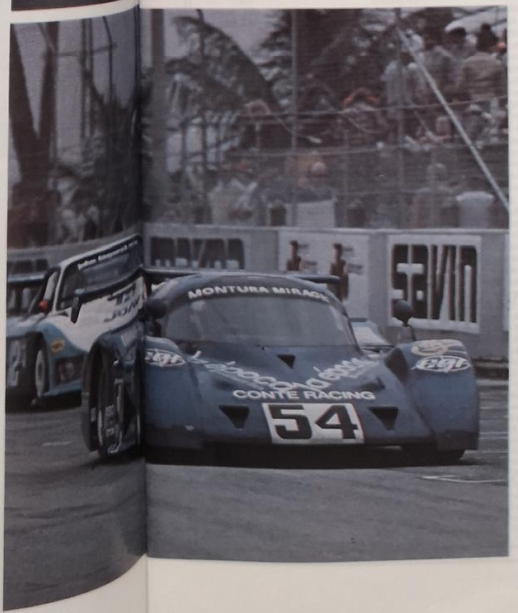
So the order was given after 27 laps, which saw Al Holbert take first place and March win their first IMSA race. Their reward was $50,000, not bad for a 17 lap race. Wollek's stop cost him a second place and enough money to buy a Golf GTI, so instead the Paul bank account benefited once more. By four in the afternoon, everyone was back in their hotels trying to dry out and the track was deserted. No one was in the least surprised to learn that this was Florida's worst winter for 70 years. But at least the local workmen were happy. The next day, as they began to remove the barriers and take the circuit apart, the sun came out and the temperature reached 81°

Didier Braillon

The storm covered Miami like a dark veil, and the drivers could not see to do battle. Bob Akin's Porsche 935K3 was made to slow when Dale Whittington disappeared into a small lake!



The Mirage M12-Cosworth, not allowed to start at last year's Le Mans, was Bought by an organisation called Conte Racing, and driven by two South Americans. (Photos: B. Asset)



MIAMI GRAND PRIX

International Motor Sport Association's (IMSA) 1983 Camel GT championship, round 2

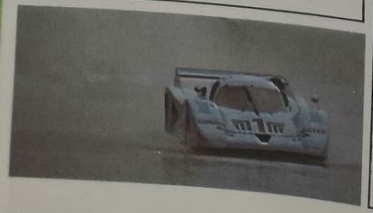
Official event name: Budweiser Grand Prix
Date: February 27, 1983
Length of GTU race: 34 laps
Length of GTO race: 34 laps
Advertised length of Grand prix (GTP and GTX): 500 kms, 168 laps
Legal length of Grand Prix: 3 hours 30 minutes maximum
Actual length of Grand Prix: 1 hour 45 minutes, 17 laps of racing followed by 10 laps behind pace car and then red flag stopping race until limit of 1 hour 45 minutes
Weather conditions: overcast on Saturday, heavy rain strong winds on Sunday causing shortened race
Attendance: 50,000 spectators

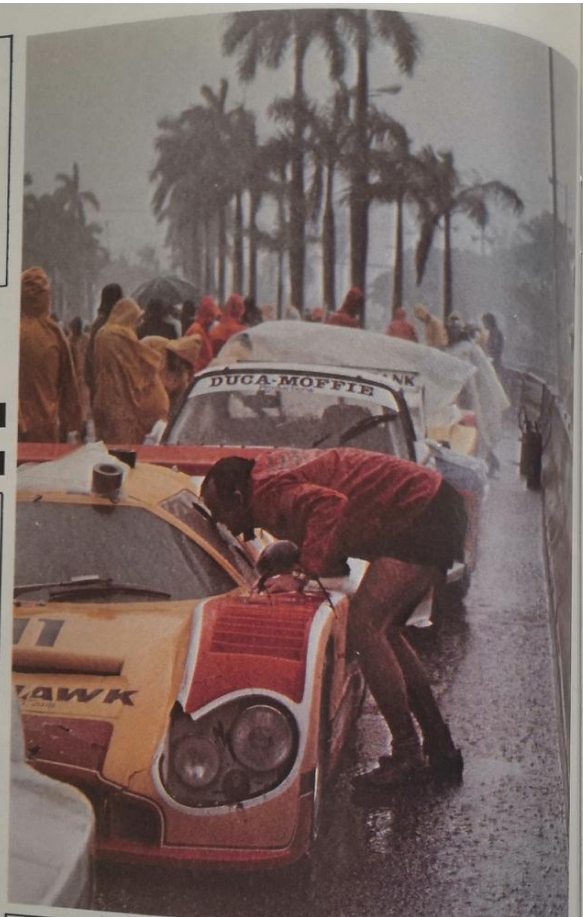
Budweiser Grand Prix of Miami

STARTING GRID

2-PORSCHE 935 Fitzpatrick-Hobbs 1'25"688	1-LOLA T600 CHEVROLET V8 **Paul Jr-Rodriguez (1)** 1'24"646
41-MARCH 83G CHEVROLET V8 Holbert-Trueman 1'25"776	00-LOLA T600 CHEVROLET V8 Ongais-B. Whittington 1'25"723
4-LOLA T600 CHEVROLET V8 Cord-Adams 1'26"429	09-ANDIAL PORSCHE 935 Wollek-Michael Andretti 1'26"214
0-LOLA T600 CHEVROLET V6 Ongais-B. Whittington (2) 1'26"681	3-GRID COSWORTH Sneva-De Villota 1'26"640
06-FORD MUSTANG ZAKSPEED Rahal-Ludwig 1'27"214	12-PORSCHE 935L Bell-Mass 1'27"095
10-LOLA T600 CHEVROLET V8 Cooke-Grohs 1'27"833	44-JAGUAR XJR5 Tullius-Adam 1'27"261
30-PORSCHE 935L Moretti-Van der Merwe 1'28"711	88-MARCH 83G CHEVROLET V8 Holmes-Needell 1'28"407
5-PORSCHE 935K3 Akin-D. Whittington 1'29"682	6-FORD MUSTANG ZAKSPEED Brabham-Cicconis 1'28"728
45-PONTIAC FIREBIRD Felton-Smith 1'30"217	22-ASTON MARTIN NIMROD Bundy-St James 1'30"116
9-PORSCHE 935K3 P. Henn-B. Henn (3) 1'31"317	54-MIRAGE M12 COSWORTH Garcia-Naon 1'30"539
11-ASTON MARTIN NIMROD Olson-Gonzalez 1'31"621	53-MARCH M1 CHEVROLET V8 B. Gregg-Young 1'31"342
46-PORSCHE 935K3 De Narvaez-Salak 1'33"958	39-GUNN JG1 CHEVROLET V8 Gunn-Londono 1'32"960
16-MARCH 83G CHEVROLET V8 Hinze-Lanier 1'35"254	BMW 320 Kregsa-Fomfor 1'34"541
68-CHEVROLET CORVETTE Valentine-Del Markle 1'37"902	77-MAZDA GTP Bohren-Honegger 1'36"312
8-PORSCHE 935K3 Gottfried-Perella 1'41"545	69-PORSCHE 935 Cruz-Gonzales 1'38"814
25-MARCH 82G PORSCHE Cowart-Miller 1'45"244	86-LOLA T600 PORSCHE Redman-Haywood-Leven 1'45"090
	74-CHEVRON BUICK Del Taylor-Figaro 1'48"122

(1) René Rodriguez crashed during practice driving his Chevrolet in GTO and decided not to drive the Lola due to injury. His place was due to be taken by Redman who would take over from John Paul Jnr once he'd completed the first stint in the Lola-Porsche T600.
(2) Car withdrawn following Interscope decision to start in V8-engined Lola N°00.
(3) As Preston Henn didn't want to start in the rain, Bill Whittington was drafted into the team and started in the Porsche and was due to take over from Ongais in the Interscope Lola.





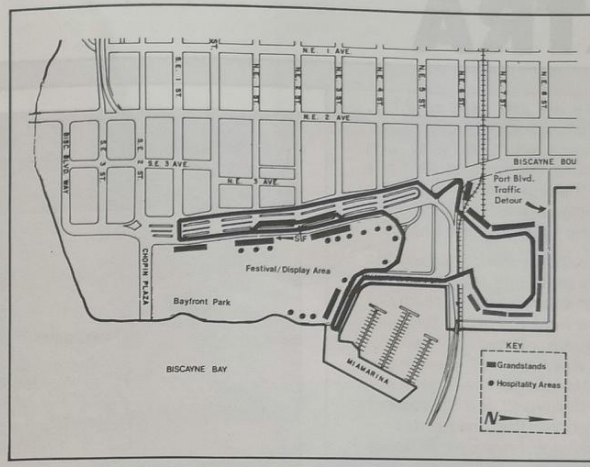
RESULTS

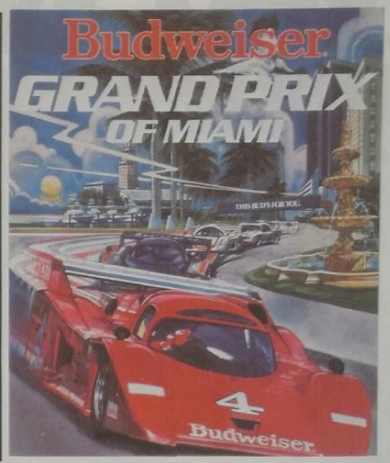
1.	March 83G Chevrolet V8	**Holbert**-Trueman	27 laps
2.	Lola T600 Chevrolet V8	**Paul Jr**-Redman	27 laps
3.	Ford Mustang Zakspeed	**Ludwig**-Rahal	27 laps
4.	Porsche 935	**Fitzpatrick**-Hobbs	27 laps
5.	Jaguar XJR5	**Tullius**-Adam	27 laps
6.	Porsche 935	**B. Whittington**-P. Henn-B. Henn	27 laps
7.	Mirage M12 Cosworth	**Garcia**-Naon	27 laps
8.	Porsche 935L	**Mass**-Bell	27 laps
9.	Andial Porsche 935	**Wollek**-Michael Andretti	27 laps
10.	March 83G Chevrolet V8	**Hinze**-Lanier	26 laps
11.	Lola T600 Porsche	**Redman**-Haywood-Leven	26 laps
12.	Ford Mustang Zakspeed	**Brabham**-Cicconis	26 laps
13.	Aston Martin Nimrod	**V. Gonzales**-Olson	26 laps
14.	Porsche 935K3	**D. Whittington**-Akin	26 laps
15.	Porsche 935K3	**De Narvaez**-Salak	26 laps
16.	Pontiac Firebird	**Smith**-Felton	26 laps
17.	Porsche 935	**Cruz**-A. Gonzales	25 laps
18.	Lola T600 Chevrolet V8	**Cooke**-Grohs	25 laps
19.	Lola T600 Chevrolet V8	**Cord**-Adams	25 laps
20.	Aston Martin Nimrod	**Bundy**-St James	25 laps
21.	Chevrolet Corvette	**Valentine**-Del Markle	24 laps
22.	Porsche 935K3	**Gottfried**-Perella	24 laps
23.	March 82G Porsche	**Cowart**-Miller	23 laps
24.	Grid Cosworth	**De Villota**-Sneva	23 laps
25.	March M1 Chevrolet V8	**B. Gregg**-Young	29 laps
26.	Porsche 935L	**Moretti**-Van der Merwe	17 laps
27.	Gunn JG1 Chevrolet V8	**Londono**-Gunn	17 laps
28.	BMW 320	**Kregsa**-Fomfor	14 laps
29.	Lola T600 Chevrolet V8	**Ongais**-B. Whittington	9 laps/retired, accident
30.	Chevron Buick	**Del Taylor**-Figaro	9 laps
31.	Mazda GTP	**Bohren**-Honegger	4 laps
32.	March 83G Chevrolet V8	**Needell**-Holmes	1 laps/retired, seized brakes

Note: Because of the extreme brevity of the race, only the first named driver in each team actually took part in the race, with the exception of the Cooke Racing Lola. The names of those drivers are printed in bold. Order on the 17th lap when the pace car came out (first ten): Holbert, Wollek, Paul Jnr., Ludwig, Fitzpatrick, Mass, Bundy, Tullius, B. Whittington and Garcia.

Fastest lap
Ongais/Lola-Chevrolet T600, 1'40"14 on the 7th lap, 66.506 mph.
Race average on the 27th lap: 51.0762 mph.

Leaders
1st to 6th lap: March-Chevrolet 83G/Holbert
7th to 9th lap: Lola-Chevrolet T600/Ongais
10th to 27th lap: March-Chevrolet 83G/Holbert





GTU CATEGORY (GT under 2500cc)

Pole position: Aase/Toyota Celica AAR, 1'33"441, 71.275 mph.
Fastest race lap: Mandeville/Mazda RX7, 1'34"440, 70,800 mph
Winning speed and distances: 34 laps, 62.894 miles in 54'45"597, 68.919 mph.

RACE AND PRACTICE POSITIONS

1.	Mandeville	Mazda RX7	34 laps	4th in practice
2.	Ganz	Toyota Celica AAR	34 laps	5th in practice
3.	Dunham	Mazda RX7	34 laps	2nd in practice
4.	Aase	Toyota Celica AAR	33 laps	1st in practice
5.	Morgan	Datsun ZX	33 laps	8th in practice
6.	Downing	Mazda RX7	33 laps	9th in practice
7.	Leitzinger	Datsun ZX	33 laps	11th in practice
8.	Lopez	Porsche 911	32 laps	12th in practice
9.	Mummery	Mazda RX7	32 laps	17th in practice
10.	Mueller	Mazda RX7	Ret/31 laps	3rd in practice
11.	Varde	Mazda RX7	31 laps	29th in practice
12.	Bitterauf	Porsche 911	31 laps	23rd in practice
13.	Romano	Mazda RX2	31 laps	15th in practice
14.	Dilella	Porsche 911	31 laps	21st in practice
15.	Swanson	Porsche 911	31 laps	22nd in practice
16.	Lee	Ford Capri	29 laps	28th in practice
17.	Alderman	Datsun ZX	29 laps	13th in practice
18.	Goral	Porsche 911	Ret/28 laps	24th in practice
19.	Wonser-Bean	Porsche 911	28 laps	19th in practice
20.	Lopez	Porsche 911	28 laps	26th in practice
21.	Case	Porsche 911	28 laps	25th in practice
22.	Flores	Porsche 911	27 laps	20th in practice
23.	Arutunoff	Lancia Stratos	Ret/26 laps	18th in practice
24.	Blackburn	Datsun ZX	Ret/13 laps	6th in practice
25.	Finger	Mazda RX7	Ret/7 laps	10th in practice
26.	Cline	Mazda RX7	Ret/7 laps	16th in practice
27.	Bacon	Mazda RX7	Ret/6 laps	7th in practice
28.	Bryant-Priest	BMW 2002	Ret/5 laps	27th in practice
29.	Recalde-Bergna	Renault 5 turbo	Ret/4 laps	14th in practice

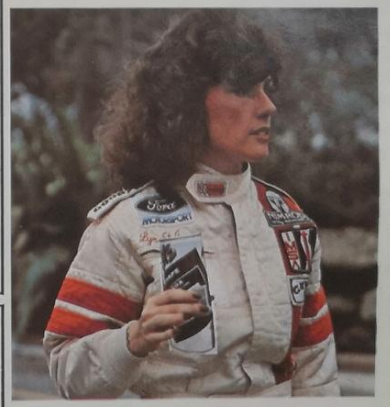
GTO CATEGORY (GT over 2500cc)

Pole position: Felton/Chevrolet Camaro, 1'30"508, 73.584 mph.
Fastest lap: Montoya/BMW M1, 1'45"770, 62.697 mph.
Winning speed and distances: 34 laps, 62,894 miles in 1 hr 03'15"205, 50.665 mph.

RACE AND PRACTICE POSITIONS

1.	Felton	Chevrolet Camaro	34 laps	1st in practice
2.	Heimrath Sr.	Porsche 934	34 laps	4th in practice
3.	Overby	Chevrolet Camaro	34 laps	15th in practice
4.	Jamsal	Porsche 934	33 laps	18th in practice
5.	Fonseca-Febles	Porsche 934	33 laps	9th in practice
6.	Soto	Porsche 934	33 laps	25th in practice
7.	Lutz	Porsche 934	33 laps	17th in practice
8.	Frink	Chevrolet Corvette	33 laps	12th in practice
9.	Lee	Buick Skyhawk	32 laps	27th in practice
10.	Almeida	Ford Mustang	32 laps	14th in practice
11.	Darling	Chevrolet Camaro	32 laps	22nd in practice
12.	Vincentz	Porsche 934	32 laps	19th in practice
13.	Varde	Chevrolet Camaro	32 laps	13th in practice
14.	Currin	Chevrolet Corvette	32 laps	7th in practice
15.	Carusso	Chevrolet Corvette	32 laps	20th in practice
16.	Kreider	Chevrolet Corvette	31 laps	23rd in practice
17.	Devendorf	Datsun ZX turbo	Ret/27 laps	2nd in practice
18.	Smith	Chevrolet Corvette	Ret/26 laps	16th in practice
19.	Drolsom	Porsche 924 GTR	Ret/24 laps	24th in practice
20.	Anderson	Chevrolet Corvette	23 laps	31st in practice
21.	Winters	Porsche 924 GTR	Ret/16 laps	29th in practice
22.	R. Londono-G. Londono	Porsche 934	Ret/15 laps	21st in practice
23.	Hulse	Porsche 934	Ret/15 laps	26th in practice
24.	Montoya	BMW M1	Ret/10 laps	6th in practice
25.	Baker	Porsche 934	Ret/9 laps	5th in practice
26.	Kendall	BMW M1	Ret/9 laps	8th in practice
27.	R. Garcia	Chevrolet Camaro	Ret/7 laps	28th in practice
28.	Raub	Pontiac Firebird	Ret/5 laps	11th in practice
29.	T. Garcia	BMW M1	Ret/2 laps	10th in practice
30.	Gleason	Pontiac Firebird	Ret/2 laps	3rd in practice
31.	Levenson	Chevrolet Corvette	Ret/1 lap	30th in practice

CAMEL GT



IMSA

EXTRA, EXTRA

IRREPRESSIBLE MARCH

"I don't know what happened exactly, but I think the rear brakes locked on. I was just left there in the middle of the track for five laps like a stranded whale while cars loomed out of the spray towards me. I'm very upset about it because during the first lap the car was going well—I even overtook Bob Tullius in the Jaguar."

Tiff Needell was looking particularly suave as he sat in a deck chair in the Bayfront Auditorium which was serving as the garage area for the Miami Grand Prix. His smart, dry clothes and immaculately combed hair contrasted sharply to the mixture of spectators and mechanics around him, all of whom looked as though they'd just crawled out of the nearby harbour.

Tiff had had his 'early bath' when he abandoned his March after a few laps. It was the end of a weekend which he had expected to spend at home.

"I didn't think I was going to get a drive here. I was at home on Wednesday when the phone rang and Ken Murray asked if I'd like to come out here and drive. One of their drivers had dropped out."

Ken Murray was the man who provided everyone with a surprise at Daytona, for his March-Chevrolet 83G was driven by a little known trio, yet they brought the car home second, proving that a Chevrolet engine could last the distance. But this time, Murray wanted experienced drivers for this three and a half hour relative sprint. So he called on Tiff, who tested the car in England last year, and Howdy Holmes, the little Atlantic and CART driver.

"Our car was the prototype, in fact, which was sorted out before the production run. It ran in the IMSA final at the end of last year driven by Bobby Rahal and Jim Trueman. We haven't got the modifications that Al Holbert has on his car. But I was able to give them some help to get it sorted out because many of the drivers here are just used to 935s, whereas these cars need setting up."

But Tiff's race didn't last long, and once again, it seems that he finds himself at the crossroads, as he was in 1980 after a brief career at the wheel of the Formula One Ensign.

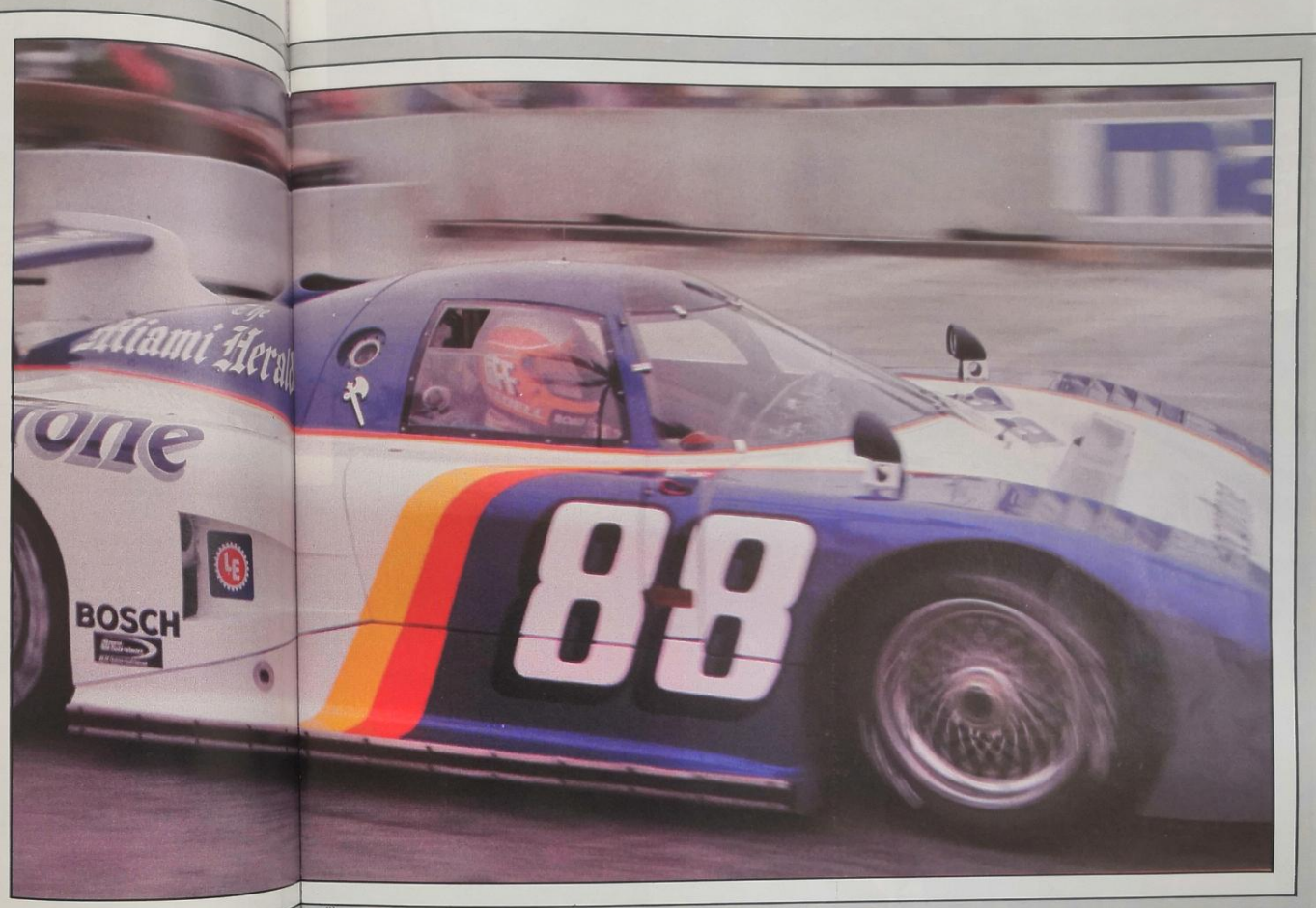
"I'd like to do more IMSA races, but as with most other things, it all depends on sponsorship. It seems to be different here to Europe because the teams are owned by wealthy amateurs who drive at weekends, which is how you get the Ralph Kent Cookes of this world. But this race at Miami has proved that one needs professional drivers. I hope to do some Group C again this year, and I'm talking to one or two teams, but nothing's decided yet."

Some drivers thought the Miami circuit was a joke, but Tiff appreciated some of the problems. *"It has a lot of character, and the general format of the circuit is good, although some of the corners are a bit slow. They've done a fantastic job here—it's just a shame that it's been washed out. But they've found good sponsorship which in turn has attracted the good teams and drivers. That should have proved to IMSA that with the right money at all the races, they could have a fantastic championship here."*

Tiff talks of the American series like an old hand, but the Miami event was only his second in the States. Earlier in the month, he'd been at Daytona for the 24 hours race where he might have hoped that the Nimrod Aston Martin that he was driving would go better, but it was not to be. He was called in because of his experience at driving the car last year in Europe. But it was a one-off drive.

"I knew from the start that Robin Hamilton couldn't give me a drive because he needs the money and I don't have any. So I was called in to help drivers to whom Robin had sold the drives. I suppose it was a sort of public relations exercise."

While young Tiff was relaxing in his deck chair in the garage, an American driver from Pennsylvania with short blonde hair, hiding his shyness behind a permanent smile, was climbing into the lift which would whisk him up to the 17th floor of the Everglades hotel where the press office overlooked the circuit. But the smile was genuine; it should be for Al Holbert had just won $50,000.



Holbert is at the peak of his career. He has driven CAC1 and CAC2 CanAm cars, last year he drove in the Porsche works team at Le Mans, and he is due to drive with Derek Bell in the opening round of the World Endurance championship at Monza. But Al was modest in victory. *"The March 83G was very good in the rain, and it all seems so easy and quick that I can't really believe that I've won."* But Holbert had shown speed and reliability in practice, and hadn't made a mistake in the rain. On this track, he did have a slight advantage, that of having an easily controlled normally aspirated engine rather than the unpredictable turbo unit.

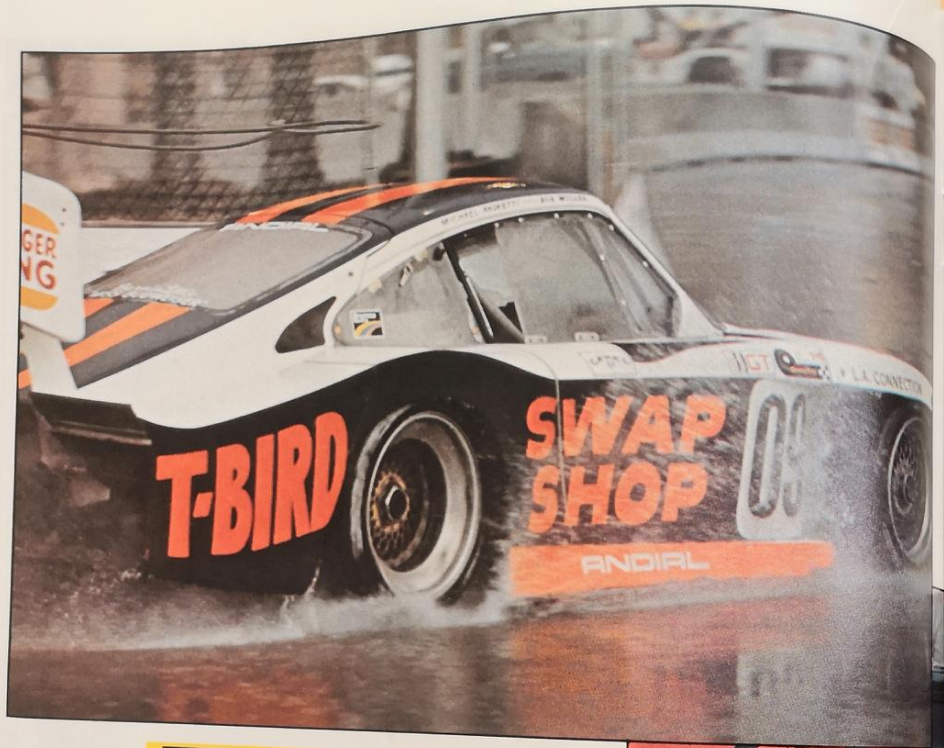
But Al did have one serious problem although it was one that he almost forgot to mention. When the pace car came out ahead of him, the March's accelerator began to stick so that he had to use the ignition switch to control the car in tight corners.

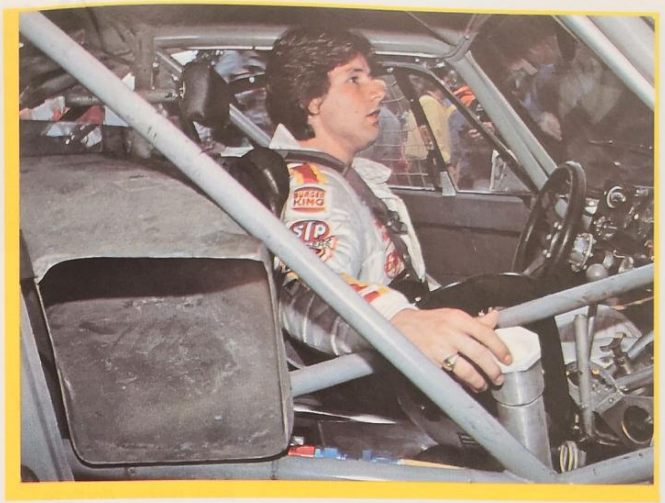
Al should have pitted, as Wollek and others did, but he decided against it, sure that red flags would shortly come out to stop the race.

There was one man who was particularly grateful to Al Holbert for not coming into the pits: Robin Herd. He was on hand to witness the first IMSA win for the company that he created back in 1970, but this win was that much more important because of March's ever-increasing involvment with the American market. It didn't really matter how the race was won, just that it was won, but Robin hadn't even needed this victory to swell his order books. He took two more orders for 83Gs the morning before the race.

Robin Herd, like Jurgen Barth of Porsche, made the journey to Florida in order to learn in confunction with Alvin Springer, the boss of Andial, the terms of application for their joint American campaign. The Porsche 956 is banned by IMSA. There is only one place for a leader to take and the firms capable of serving their few numbers. March, on the cursed weekend of 27th February hoisted itself to the first row between them. □

Didier Braillon





Family bread-winner Mario became teacher, but obviously pleased to have such a talented son, while Wollek discussed his co-driver with Hurley Haywood. But on Sunday, when the storm blew up from the keys, it was the man from Strasbourg who took the helm of the 935 in the wet, leaving young Michael on the sidelines, no doubt wondering when he would finally drive an endurance car.
(Photos: B. Asset)

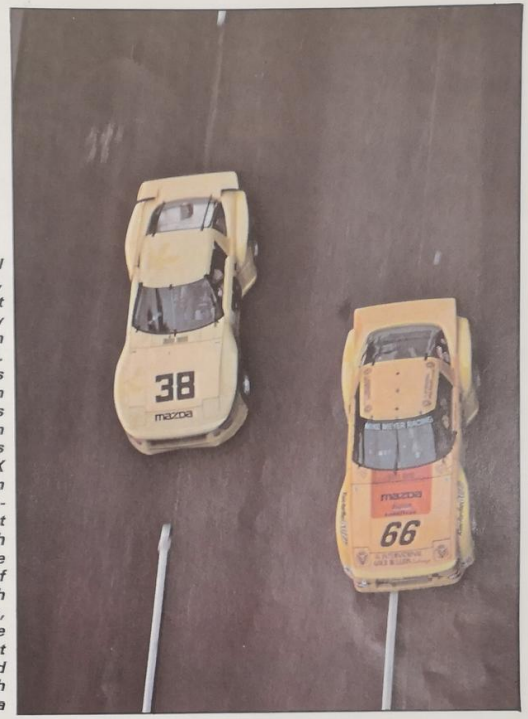
NOTHER DAY?

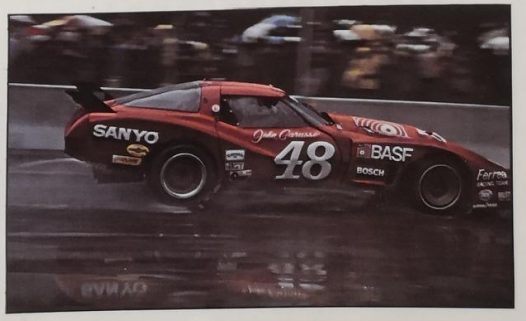
Preston Henn has a good mind for public relations exercises. After his coup of enlisting A. J. Foyt's help at Daytona, he teamed Bob Wollek with Mike Andretti for the Miami Grand Prix.

This was Andretti Junior's opportunity to get back into a Grand Touring car after his still-born effort at Le Mans last year when he and his father failed to start in the Mirage M12. After a brief test session on the rough West Palm Beach circuit, Andretti was soon competitive in Henn's 935.

DOING IT IN THE STREETS

Because of the brevity of the Miami circuit, the GTO and GTU cars in IMSA's championships had to run in their own events, something which had never happened before, leaving GTPs and GTXs to race together in the main event of the day. In fact these two races were put on for good reason: firstly to introduce the local crowd to motor racing, and for them to work out whether an aerial view would be better than being trackside. The GTO race was affected by rain, and in the slippery conditions on Sunday morning, Don Devendorf took his turbocharged Datsun ZX (83) into the lead from Gene Felton's pole-winning Chevrolet Camaro. The man with the shades inherited the lead when Devendorf pulled out with dampened electrics, while behind them, the inevitable Chevrolet Corvettes (48, 99) had varied fortunes, although the driver of one had a better reason for selling his machine than ever. Only GTU was spared by the weather, where the racing was all Japanese, a Mazda versus Toyota battle. Even Datsun ZX (32) was unable to keep up with its compatriots. Mazda reigned supreme however, with Roger Mandeville (38) winning again although both Jack Dunham (66) and Lee Mueller (92) were in contention. (Photos: B. Asset)





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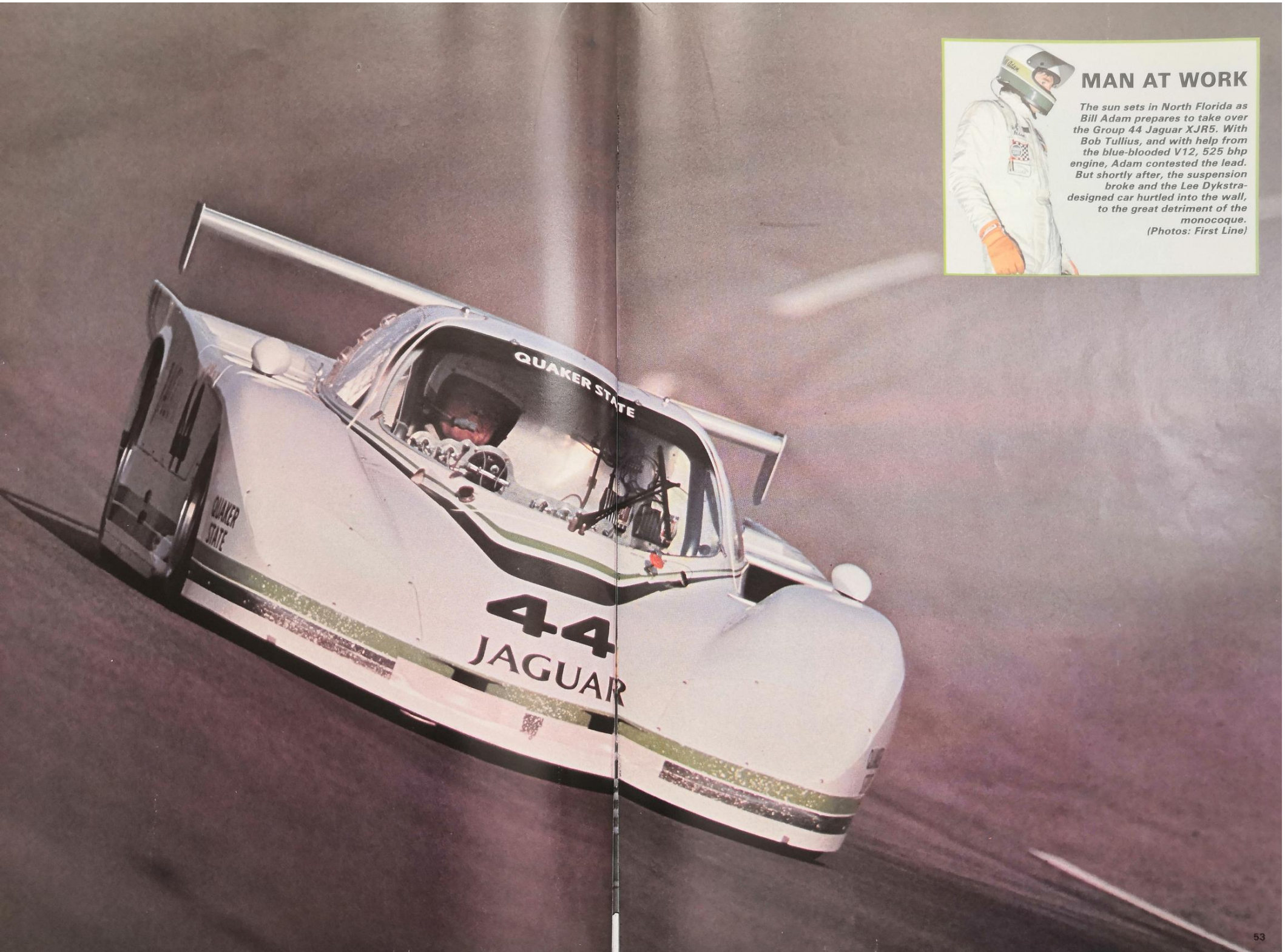
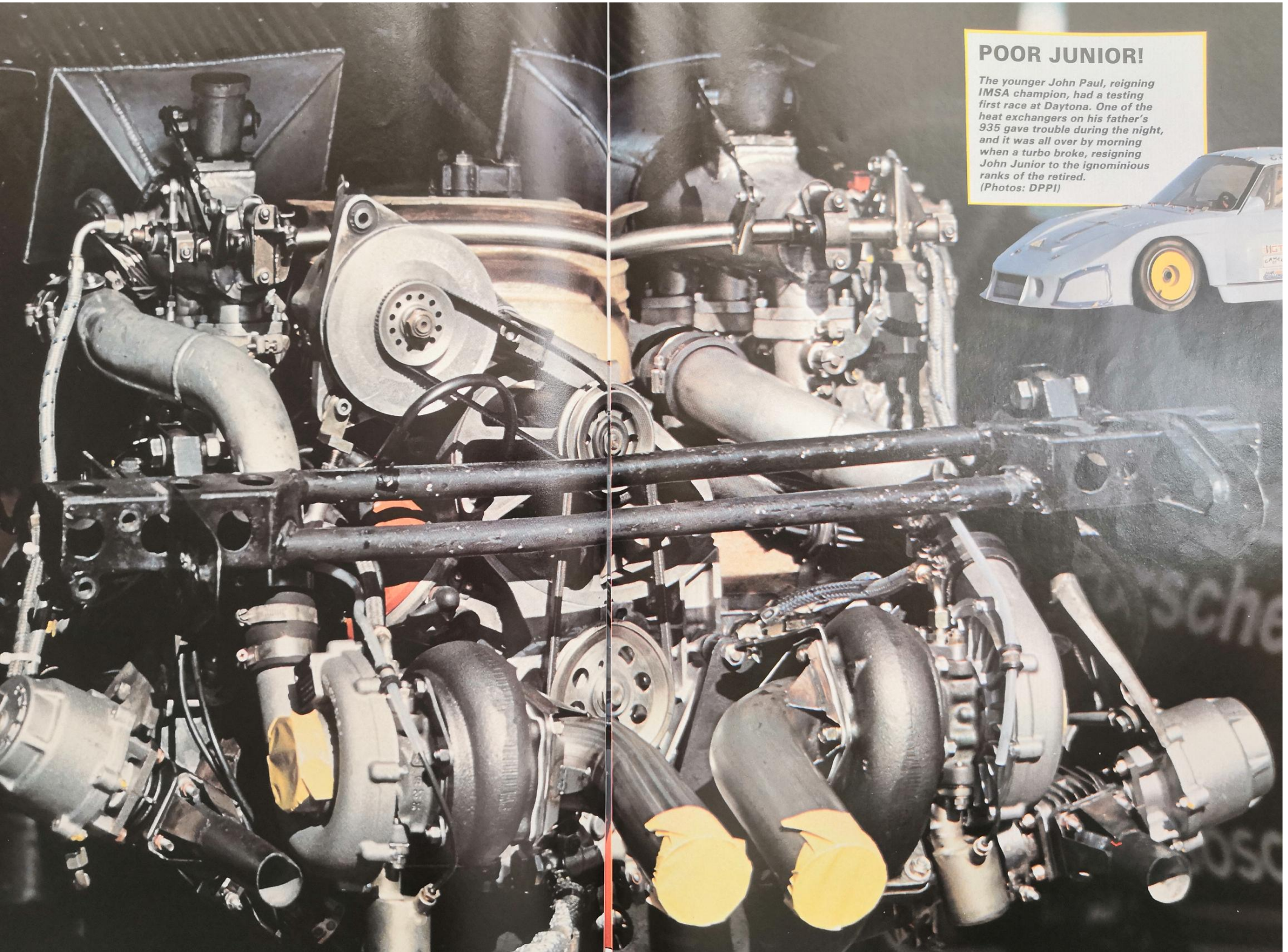


MAN AT WORK

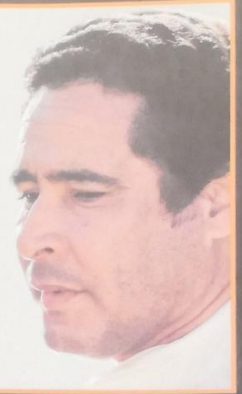
The sun sets in North Florida as Bill Adam prepares to take over the Group 44 Jaguar XJR5. With Bob Tullius, and with help from the blue-blooded V12, 525 bhp engine, Adam contested the lead. But shortly after, the suspension broke and the Lee Dykstra-designed car hurtled into the wall, to the great detriment of the monocoque.
(Photos: First Line)

POOR JUNIOR!

The younger John Paul, reigning IMSA champion, had a testing first race at Daytona. One of the heat exchangers on his father's 935 gave trouble during the night, and it was all over by morning when a turbo broke, resigning John Junior to the ignominious ranks of the retired. (Photos: DPPI)



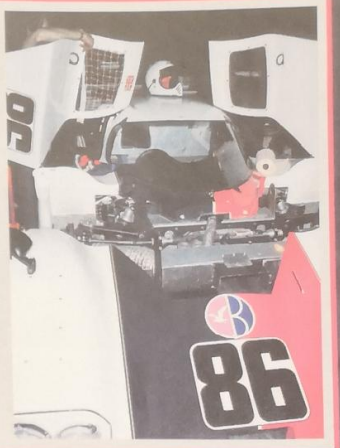
ON-THE-GAS

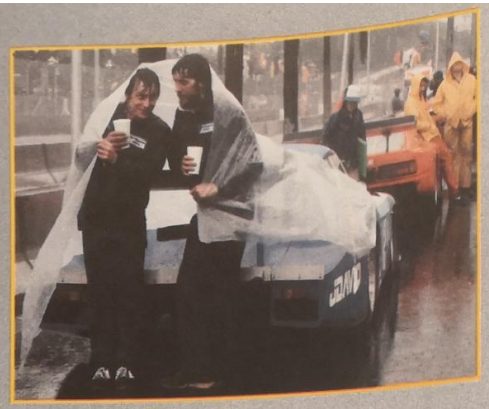


Ryan Falconer supplied the Interscope team with two power units, one being the V6 turbo as raced at Daytona, and the other being a V8. Danny Ongais feels at home with lots of power under the gas pedal, but the V6 turbo couldn't handle the treatment, and Ongais raced the V8-engined Lola. (Photos: B. Asset and First Line)

FLAME OUT

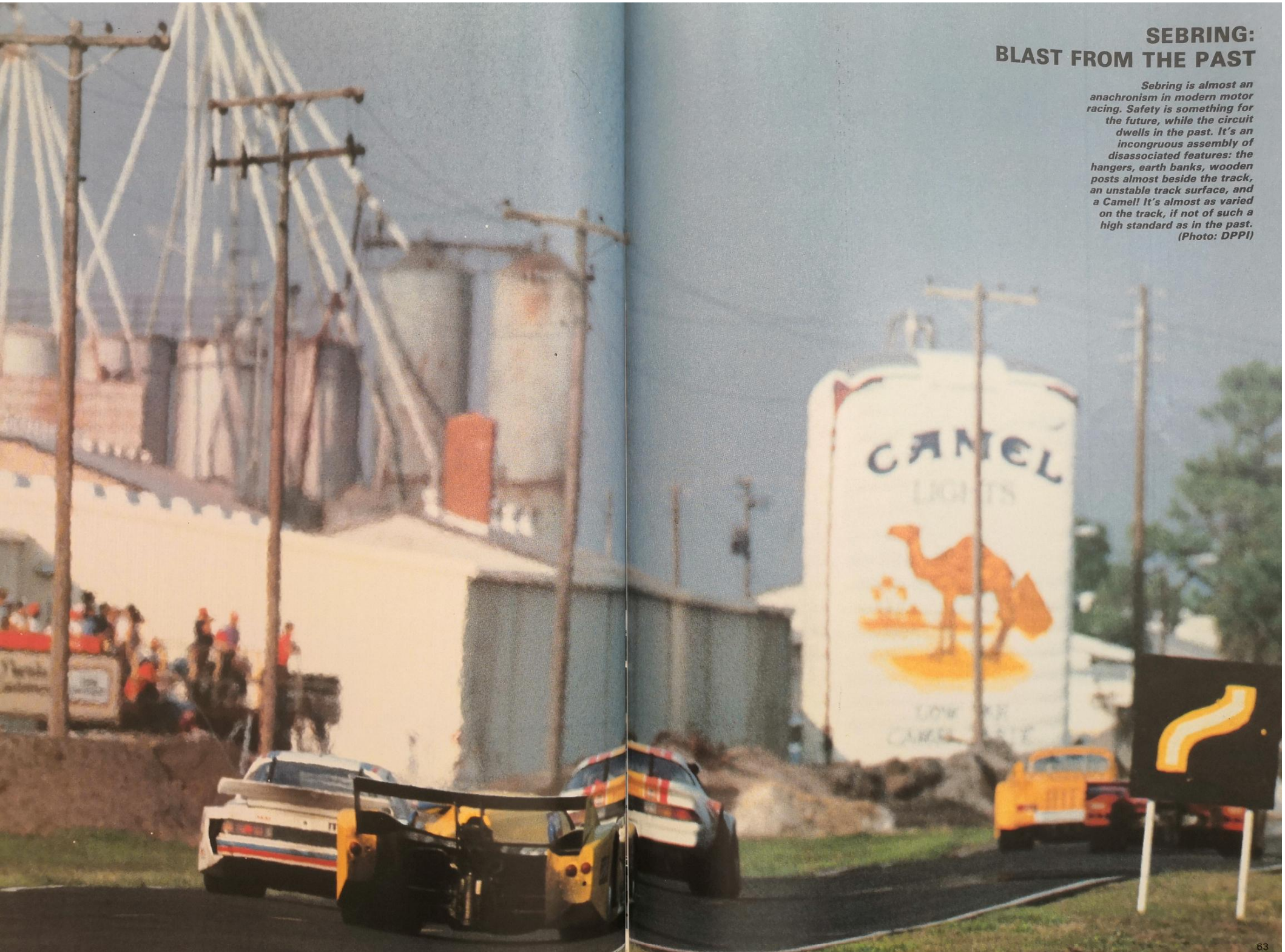
The Bayside Disposal team hold high hopes for their new Porsche 935-engined Lola T600. Team owner Bruce Leven wants to keep his car's engine installation to himself, and he wasn't pleased when a photographer intended to take a picture of the engine. The car had a hard time in Brian Redman's hands at Miami, spitting out flame as it tried to overcome severe turbo lag.
(Photos: B. Asset)





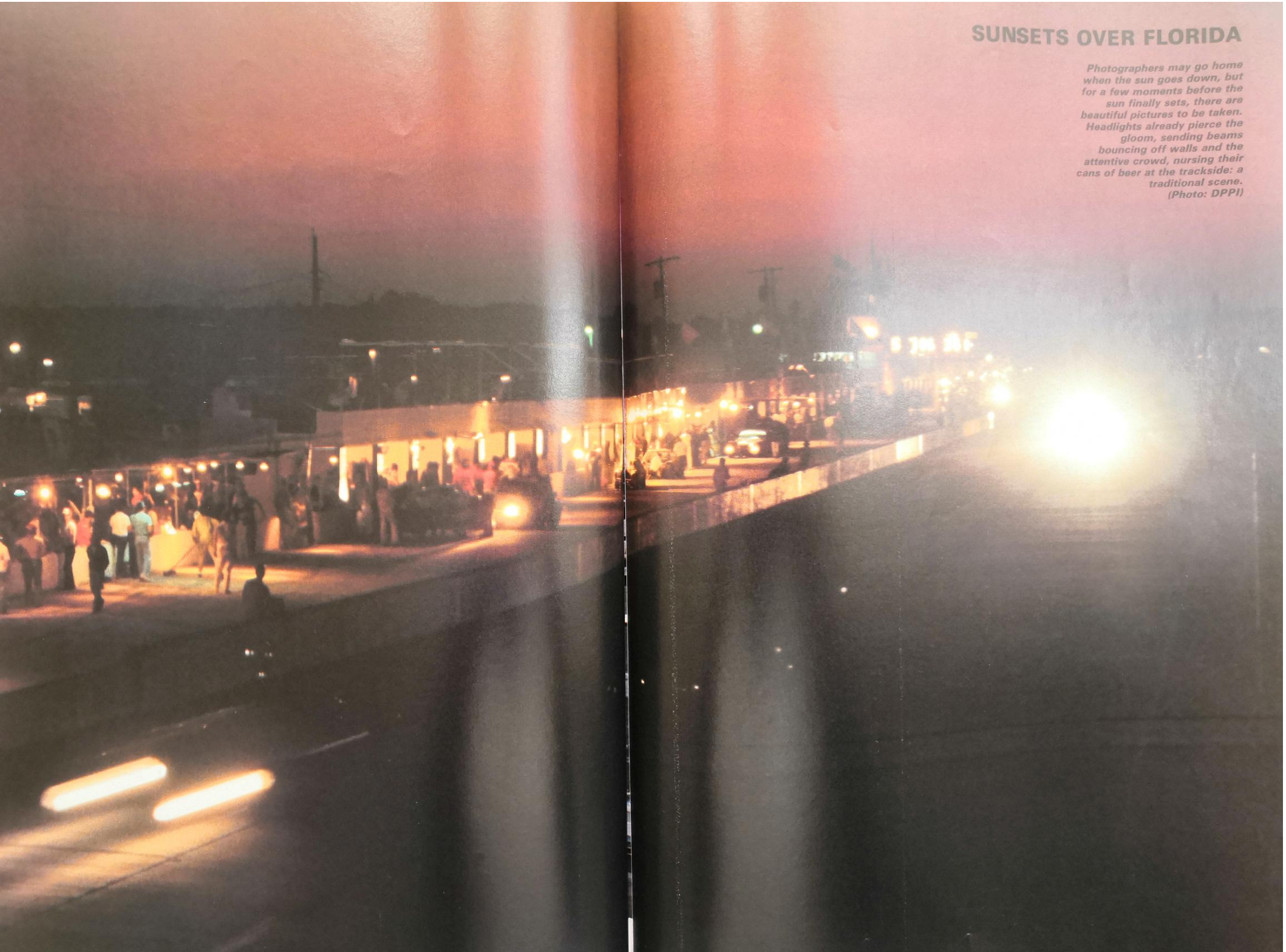
KEY LARGO '83

Miami's miserable weather blew up from the Florida Keys, the chain of islands off the south coast of the State. It was as though the Miamarina had flooded, although the Geoff Brabham-Tim Cicconis Zakspeed Mustang wasn't troubled on the harbour section. But floods a foot deep finally put paid to the race, although first soaking wet mechanics had to wait beside their charges in case the race could be restarted. (Photos: B. Asset)



SEBRING: BLAST FROM THE PAST

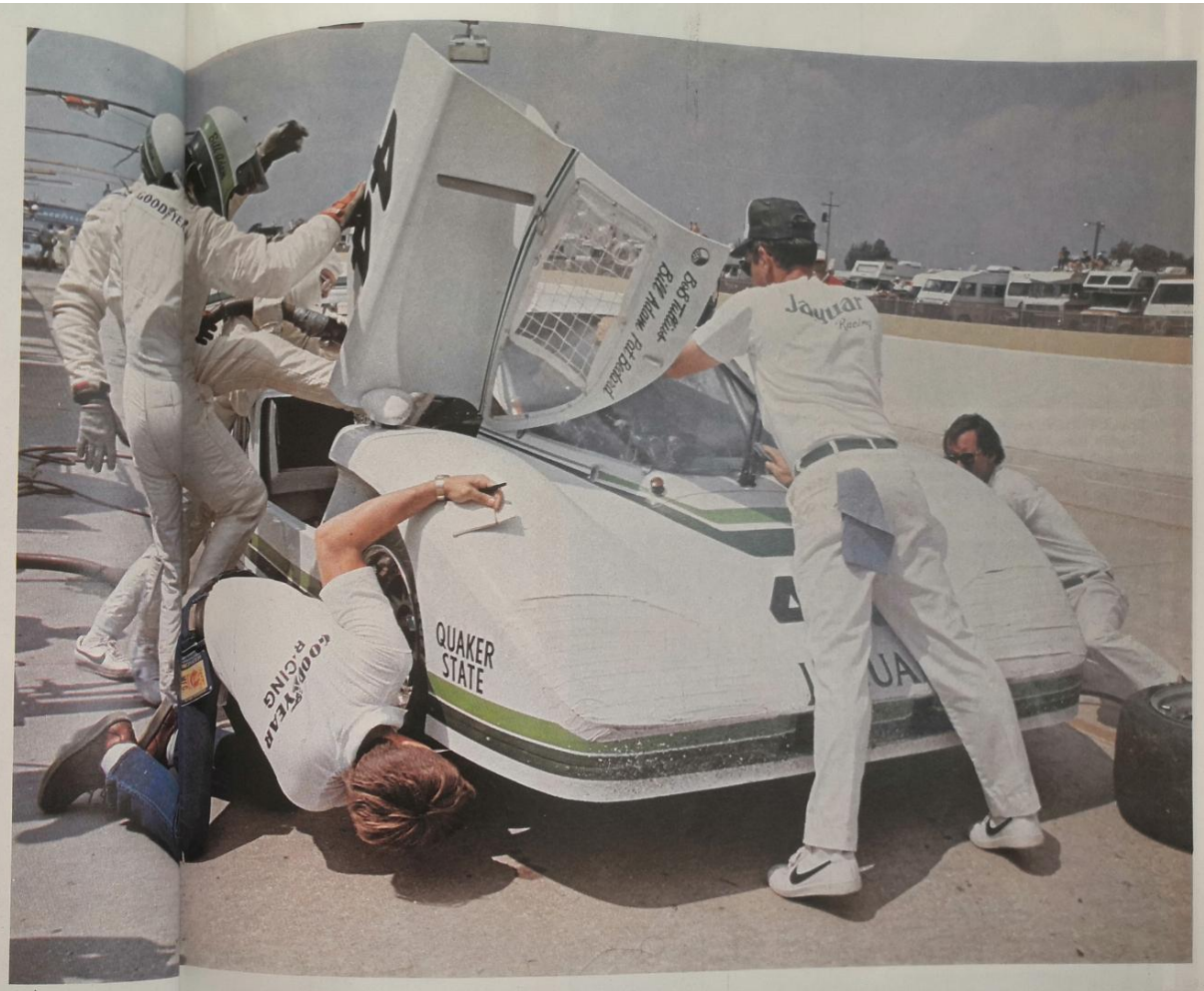
Sebring is almost an anachronism in modern motor racing. Safety is something for the future, while the circuit dwells in the past. It's an incongruous assembly of disassociated features: the hangers, earth banks, wooden posts almost beside the track, an unstable track surface, and a Camel! It's almost as varied on the track, if not of such a high standard as in the past. (Photo: DPPI)



SUNSETS OVER FLORIDA

Photographers may go home when the sun goes down, but for a few moments before the sun finally sets, there are beautiful pictures to be taken. Headlights already pierce the gloom, sending beams bouncing off walls and the attentive crowd, nursing their cans of beer at the trackside: a traditional scene. (Photo: DPPI)

SEBRING TWELVE HOURS



Let's hope that the space shuttle doesn't have the same competition in the air that Bob Tullius's Jaguar found a few miles down the road at Sebring. Group 44's XJR 5 made a superb start in Florida (as the Group A XJS did at Monza the same weekend) and for the first third of the race, it battled with the Haywood-Holbert Porsche, much to the crowd's delight.

(Photos: DPPI and Gamma)

The third round of IMSA's Camel GT championship was held in Florida, as the previous two rounds had been: the Daytona 24 hours was round one and the rain-shortened Miami Grand Prix had been round two. Sebring is a little village in the middle of nowhere, nestling in the lowlands of the state. It's about 100 miles from Tampa and Orlando, and about 150 from Miami. Its economy depends on two things—oranges and tourism. Countless numbers of rich or retired Americans spend their days on the dozens of luxurious golf courses scattered around the area.

Sebring also has a small airport, reserved for private aircraft. It was in 1952 that its runways were first transformed into a racing circuit with the help of bales of hay. Straight away, the Sebring 12 hour race forged itself a reputation which was the envy of the motor racing world and its previous winners reads like a roll-call of the greats: Stirling Moss, Mike Hawthorn, Juan-Manuel Fangio, Jean Behra, Phil Hill, Peter Collins all triumped there during the fifties. They were followed in the sixties by John Surtees, Mario Andretti, Bruce McLaren, Jo Siffert and Jacky Ickx.

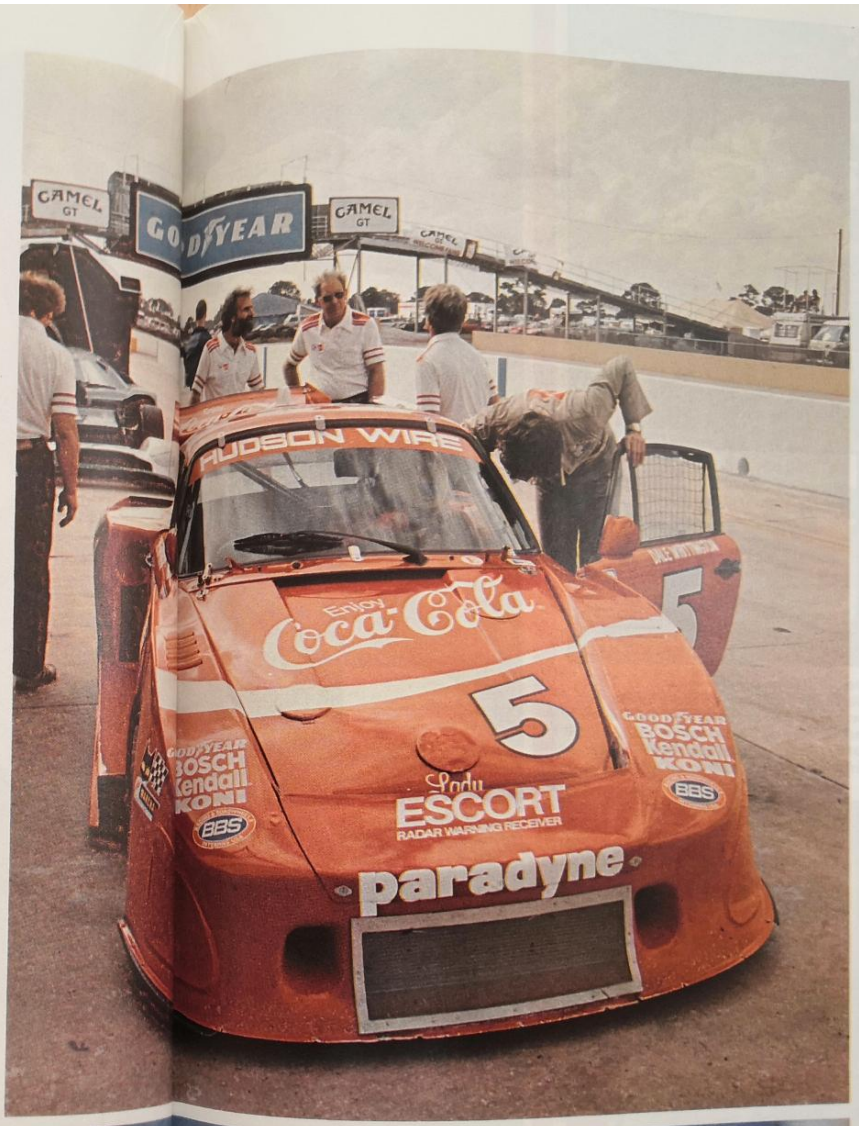
The victory of a Ferrari 312PB ten years ago marked the end of this glorious era. In subsequent years, European presence at Sebring has tailed off. Both European drivers and teams have stayed away. From its position at the pinnacle of the world sports car programme, Sebring has virtually become an all-American affair. Today, Sebring's glorious past seems more distant than ever—more so than the Daytona 24 hrs—and it has become one of the more humdrum races in the IMSA calendar. Its only claim to fame these days is its glorious past.

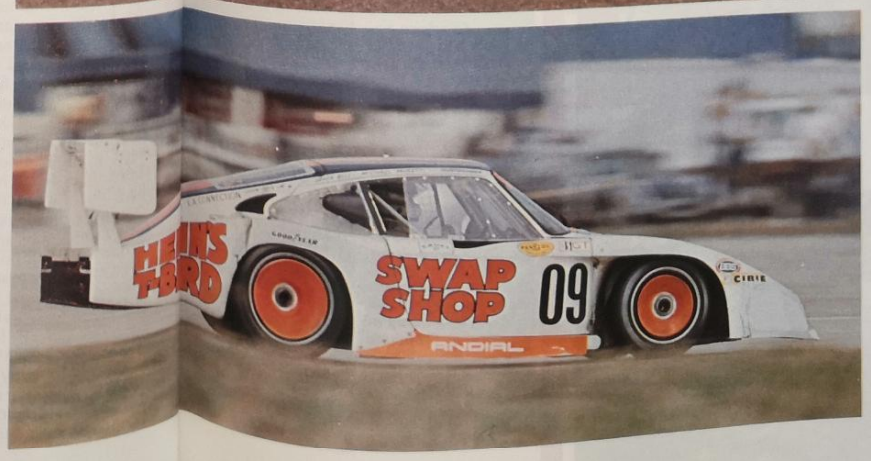
Today, Sebring reeks of that nostalgia. There are reminders of the fifties and sixties everywhere. In the few hangars that remain, DC6s, Lockheed Super Constellations and various other relics in varying forms of decay remind one that Sebring was once a prosperous and busy airfield.

And the nostalgic side of motor racing is also catered for. Traditionally, each year there are two six lap historic races. The first is for vintage cars which includes such gems as Lister-Jaguars, Allard J2X, Aston Martin DBRs, Cunningham C4Rs and Ferrari 250s, 275 LMs or 500 TRs. The other is for more recent historic cars: Ford GT40s, Cobras, Ferrari 312 PBs, some CanAm cars and a complete collections of Porsches: 906, 907, 908, 910 and 917. This year, some 98 collectors came and raced their coveted machines in front of an enthusiastic crowd.

Thankfully, however, Sebring is not totally obsessed with the past. Since new organisers took over, the 12 hour race has been run on a modified circuit—the farthest part of the runway is no longer

Epcot in Florida was the final work of art of the Walt Disney empire, guaranteed to give fun. Sebring has a similar effect. Take John Paul Junior. He agreed to drive Preston Henn's 935 at the last minute, stuffed it into the wall during the first session and set pole position during the second. But the favourites didn't get far in the race. Getting bogged down in the sand can be taken literally at Sebring.
(Photos: DPPI and First Line)





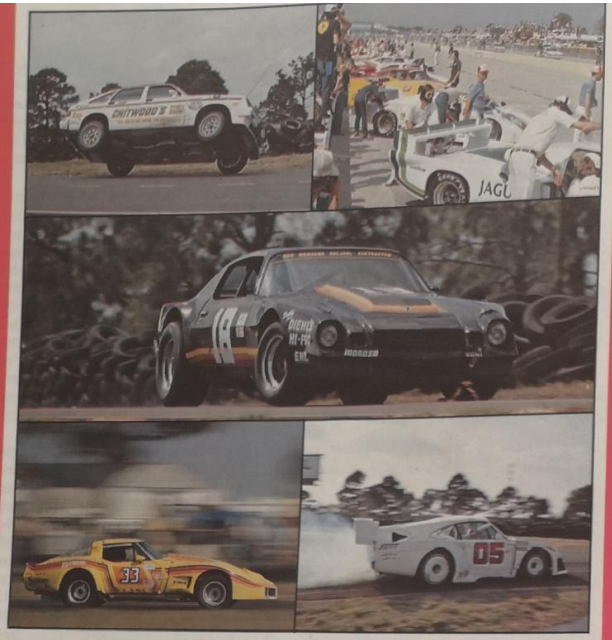
A Porsche won, but not one of the favourites. Akin-Whittington-O'Steen might have won but for water finding its way into the fuel. Even Dale Whittington's late race charge failed to reap them rewards. Preston Henn's Porsche proved to be fastest in practice but various problems intervened before Michael Andretti retired with a broken engine. (Photo: DPPI)

used which means the airport can function normally throughout the weekend. The length of the circuit has now been cut from 5.19 miles to 4.75 miles. At the same time, a 1.5 mile stretch of track, which was apparently in atrocious condition, has now been re-surfaced.

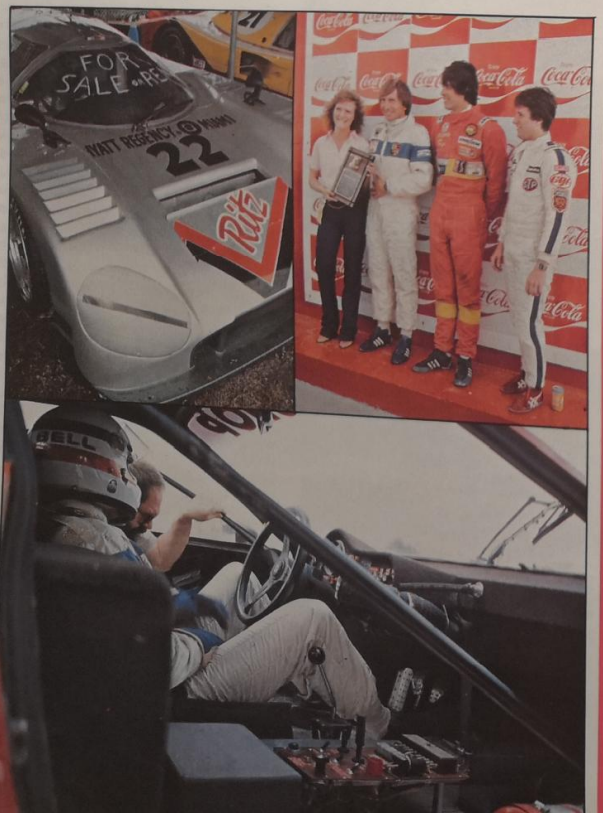
Another distinguishing feature of this weird but appealing little track is that there is no grandstand for spectators. Instead, the traditionally large crowd brings its own stands: everyone simply climbs onto the roofs of their motorhomes. Using posts and bits of rope as makeshift fences, they stake a claim to 'their' bit of land near the edge of the circuit for the duration of the race. That way, they're not too far from the fridge nor the camp fire: beer drinking around a fire far into the night is part of the Sebring social scene.

The qualitiy of entries for this year's race had been disappointing for the new organising committee. Many of those who had been at Daytona and particularly Miami, had failed to make the effort for Sebring. One Lola and two Marchs were entered in GTP, whereas there had been five Lolas against four Marchs three weeks earlier in Miami. It was a blow for the credibility of GTP. Ted Field's sudden withdrawal meant that Interscope failed to enter any cars, and that didn't help, while John Paul Senior's JLP Racing had expected to make its debut at the Phoenix CART race, but cancelled at the last minute, so none of the pale blue JLP Racing Porsches nor Lola were present. Finally, teams that had both GTP and GTX cars opted to run the latter for this long and exacting race. Typical of these was Bruce Leven's Bayside Disposal team which had left the Lola-Porsche at home in favour of the 935 which was seen at Daytona. In fact there were six 935s in the field and their job was to take on Cooke Racing's lone Lola T600, driven by 1981 Indy sensation Josele Garza amongst others, and three Marchs. These included the Porsche-engined 82G, Marty Hinze's 83G and Pepe Romano's pink 83G. Four of the Porsche 935s were cars to be reckoned with. There was Bob Akin's Cola Cola-sponsored version which the owner would share with Dale Whittington and O'Steen. Bayside's machine was to be driven by owner Bruce Leven/Hurley Haywood/Al Holbert and Preston Henn had two 935s which he hoped would repeat his Daytona success. Derek Bell and Mike Andretti were down to drive the long-tailed version built by Andial, while brothers Don and Bill Whittington would share the other car.

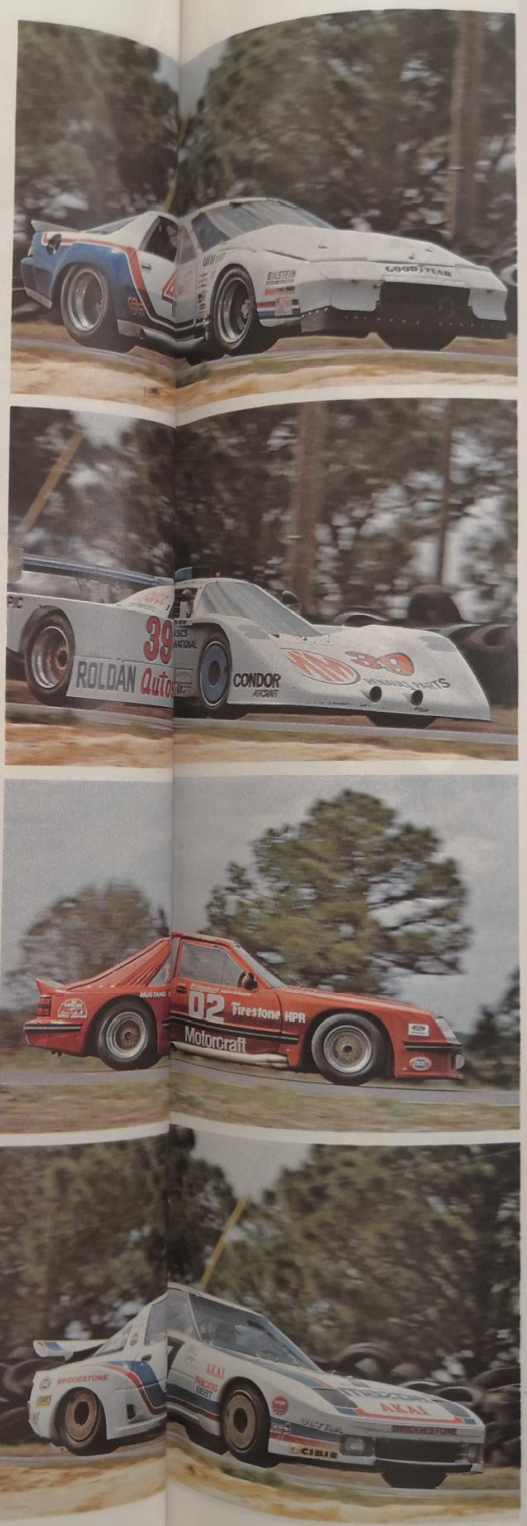
In the GTP class, the Jaguar had a number of competitors. The XJR5 was unchanged except for an engine which gave more torque at low revs. Grid brought their Cosworth-engined car although de Villota, their regular driver, was racing Formula Two at Silverstone. Completing what was a very English GTP class were Robin Hamilton's two Nimrods which suffered from a drastic shortage of funds. One was driven by Olsen-Fernandez but during the first day



There were enough cars at Sebring, but not all of them of very high quality. That, perhaps, is a sign of the recession. But financial problems are more keenly felt in Europe, notably by the Nimrod team which carried the sorry sign 'For rent or hire' on the windscreen like a secondhand banger on a garage forecourt. Things were better for Derek Bell who was one of the drivers of the Porsche which started from pole position, and he had a drive in a Ferrari (below) as well during practice. (Photos: DPPI)



Gene Felton chewed his gum throughout the weekend while driving his Camaro. Ricardo Londono has settled into IMSA after brief careers in F1 and F2, now driving a Chevrolet-powered machine. A mainstay of racing in the past was the Ford Mustang, but now there's a new generation, this one driven by Bucknum and Bright. A current mainstay of racing Stateside is the Mazda RX7. This one, driven by Halsmer and Knoop, lead at one time. (Photos: DPPI)



of practice, the green and silver car had a notice displayed on its screen saying that it was 'For sale or rent', a sad reminder of the team's economic plight. In the GTO class, two survivors of Ford's recent drastic cut-back were the Mustangs, driven at Sebring by John Morton/Tom Klausler and Ronnie Bucknum paired with one-time British Formula Three driver John Bright. Only stamina and reliability would allow them to challenge the best of the Pontiacs and Camaros entered, particularly the version driven by the spectacular Gene Felton.

There was a session of untimed practice on Wednesday before the battle began in earnest on Thursday. Unfortunately, it rained during the first practice session, and few drivers ventured out. That evening, the usual night practice was held and by this time the track had dried out. The place to watch night practice is down at the Camel hairpin where there's a great atmosphere—lots of partying. It's a bit like Tertre Rouge at Le Mans as it used to be.

It was after the night practice that Preston Henn made his shock announcement: that John Paul Junior would be sharing the driving in his number one Porsche 935. It was the kind of announcement that one is beginning to expect from the publicity conscious Mr Henn. John Junior had found himself free following the cancellation of his entry for the CART race at Pheonix the same weekend. To the utter dismay of his teammates, the reigning IMSA champion went out and promptly wrecked the long-tailed 935. The car left the track and thumped into the surrounding countryside at such speed the engine was damaged.

Luckily, the weather the next day was fine and the sun shone throughout the three half-hour qualifying sessions: one each for the GTU, GTO and GTP/GTX categories, before a final free-for-all for all three categories.

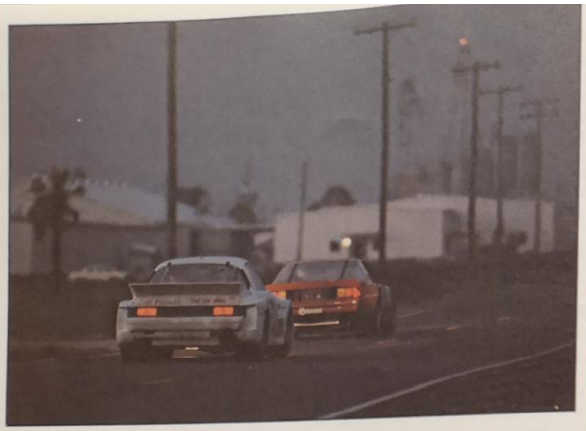
In the final of the half hour sessions, John Paul Junior redeemed himself somewhat by earning pole position at an average speed of 118.778 mph, with a time that was 2''5 than the Jaguar, which itself was phenomenally fast. Its low rev torque disadvantage was no handicap on this circuit which is virtually devoid of tight corners. Behind them, John Gunn's JG1 made spectacular progress to precede a bunch of Marchs, Lolas, Porsche 935s and the Grid. Further back, the Nimrods' economy run continued and they suffered the ignominy of being beaten by the first of the GTO cars. However, this was the incredible Camaro driven by the gum-chewing Gene Felton who qualified in eleventh place although he appeared in a semi-permanent slide for most of the 30 minute session.

When IMSA released the times, it was with astonishment that we noted that there were no less than 87 cars in the field—an all-time record. Unfortunately, this number included a host of semi-wrecks and cars that were far too old to be included in anything but historic races in Europe: among them a BMW 2002, a Ford Capri, even a Renault 12 and several Porsche 911s of varying vintages, some of them clanking and belching smoke. The Porsche-engined March 82G was deemed to start behind this lot as it hadn't taken part in the timed session.

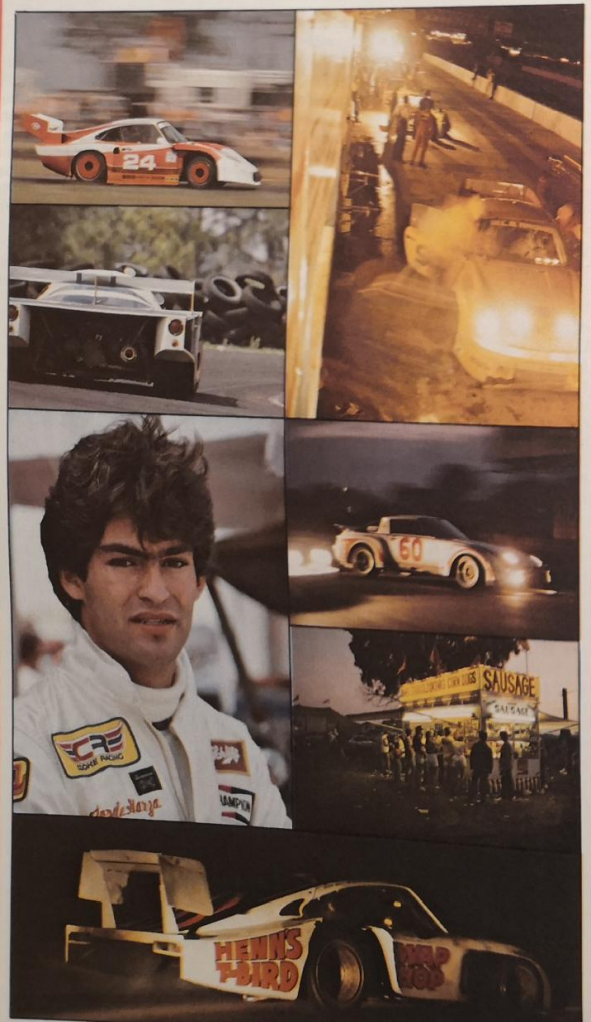
When the flag dropped at 11 am on Saturday morning, a huge number of spectators had gathered around the perimeter fence where they'd been collecting since dawn. The Jaguar took the lead right from the start, only to have it snatched away by Bill Whittington's all-pink March during the second lap. The March quickly drew away and by the end of the seventh lap, it had built up a lead of half a minute. But on the next lap, the transmission packed up. Bill Whittington had been expecting this to happen ever since the warm-up which is why he went all out while the going was good.

Bell, much to everyone's surprise, was left way behind. Driving on full tanks, he found his 935 handled differently to in practice and there was low boost pressure to the turbos. By the time his problems had been cured, he was down in 41st position, three laps behind the leader. Preston Henn was really out of luck, however. His second Porsche, driven by Don Whittington, had called in the pits for repairs after a shunt. Brother Bill, now without a ride, strolled back to the pits to join his brother in the second Henn 935. The Stratagraph Camaro smashed into a wall and lost two hours in the pits as a result while repairs were made to the front end. But the Camaro wasn't the only one and things were tricky down there. The road surface in bends 8 and 9 was breaking up badly. This was the new section which links the old runways, and loose gravel was making the road as slippery as ice. It wasn't until several cars had gone right out of control and smashed into the concrete walls to the considerable detriment of bodywork and suspension, that the race organisers decided to bring out the pace car while the sweepers went into action with brooms. This went on for 11 laps, forty-three minutes in total, and it wasn't until the 68th lap that things returned to normal.

The Jaguar, not letting up for a moment, fought it out for the lead with the Haywood-Holbert Porsche, but in the fourth hour of the race, a head gasket blew on the V12 and it was pushed into the paddock for repairs. After extensive work, it finally got back onto the track, but soon after a piston broke. Haywood and Holbert must have thought that it was their lucky day because the competition was pulling out on all sides. Ralph Cooke's Lola was held up by a burst tyre which did a lot of bodywork damage but also ripped out some oil lines. The Cosworth-powered Grid had to change half of the front suspension and the Andial-built Porsche had no end of problems, dashing up the order board for a few laps, and then sitting in the pits for a few more. But Haywood and Holbert had their hopes dashed when the Bayside Disposal Porsche 935 suddenly suffered a string of problems such as a bodywork



Night time is a great and magical moment in racing, whether at Le Mans, Spa, Daytona or Sebring. There's always a crowd outside a chip stall or some other food vendor's van. The atmosphere in the pits is as electric as the lights, throwing grim shadows across the faces of tired drivers. And under the cover of darkness, funny things happen to races. This year at Sebring was no different. (Photos: DPPI)



Cars look good whether at night or day. When the sun sets, lights play on shiny machines refuelling in the pits: the McKitterick-Minter Grid-Cosworth and the Cooke-Adams Lola T600 which they shared with Mexican hope Josele Garza. The rose-coloured March-Chevrolet driven by Romero-Bundy-Bill Whittington reflects the colour of the sky at dusk. (Photos: DPPI)

support mounting breaking up and the gear linkage coming to pieces.

Instead, there was a tussle at the front between two cars: Bob Akin's Coca Cola-sponsored Porsche 935 which he was sharing with Dale Whittington and O'Steen, and the March 83G driven by Hinze/Lanier/Wolters which had finished second at Daytona. The Porsche's strength was the skill of its drivers, while the March had low fuel consumption and reliability on its side. One car would take the lead for a few laps and then the other. The crowd loved every minute of it. But at about half distance, the March's radiator was holed by a stone but it wasn't until a couple of laps later that Lanier noticed his rising water temperature, and by that time, the engine was well and truly cooked. At the same time, after having its right turbo changed, Preston Henn's 935, driven by Mike Andretti, blew up in a cloud of smoke.

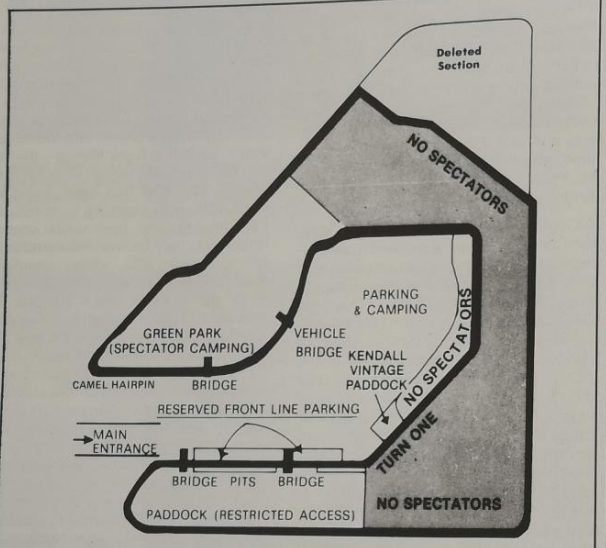
As night fell, after a breathtaking sunset, the Coca Cola Porsche seemed to be having it all its own way. It had a two lap lead over Peter Halsmer and Rick Knopp's marvellous little Mazda RX7. This little GTO car had already proved its reliability and speed by finishing third at Daytona. Four laps behind the leader came Haywood and Holbert, but they didn't look very strong. Series of rapid laps would be punctuated by long pit stops while the mechanics tried to trace electrical problems. But just behind them, McKitterick's Grid was closing up and looking much more menacing. That was the battle the crowd was waiting for. But in the tenth hour, Dale Whittington found that he couldn't start his Porsche 935 after a fuel stop. The mechanics busied themselves in their search for the problem and after half an hour, they announced that there was water in the petrol supplied by the organisers. This happened at Daytona a couple of years ago, and the story now spread like wildfire creating quite a panic. Only the Japanese Mazda mechanics kept cool; they had come prepared for every eventuality.

The little Japanese rotary engined car had now taken the lead and its drivers were going to do everything in their power to make sure it stayed there. But it only took a quick calculation to show that their chances were pretty slim. They were lapping in 2'52'' while the Grid and Bayside 935 were going 10 seconds a lap faster. But before the Grid could take the lead, Peter Halsmer spun at the Camel hairpin on the newly-surfaced stretch of track which was now breaking up really badly. He broke his front left wheel rim and damaged the car's suspension. In the pits, the Japanese mechanics changed the strut and tried to repair the damage, but it was too badly wrecked. After 30 minutes work, they threw in the sponge. The Grid now had a commanding lead but it had handling problems. Haywood and Holbert, however, looked increasingly threatening. With about an hour of the race left to run, the crowd waited in anticipation for the great confrontation between normally aspirated Cosworth V8 and the Porsche turbo. But, as IMSA's super-efficient press office said, it seemed that neither team wanted to win. The Grid kept making pit stops to have its rear track checked and was lapping quite slowly anyway, while the Porsche still suffered electrical trouble and kept ducking into the pits to try and have its headlights fixed. First to drop out of the lead battle was the Grid which was long delayed with a damaged wheel bearing which kept it out of the race for half an hour while it was fixed. Bruce Leven of Bayside couldn't believe his luck. But then he hadn't reckoned with the strange 934 built up by Bob Garretson from a 935 base, what Garretson reckoned might be the ideal tool to win GTO this year. It was driven by Wayne Baker, Jim Mullen and Dutch Canadian Kees Nierop—the first two being virtually unknown outside the States. The 934 had been going like clockwork, only stopping to refuel and, from time to time, for a wheel change. Now it was right behind the beautiful purple and white 935 whose headlights were still not working and which, lap after lap, kept returning to the pits. The reliable 934 simply swept past the slowing 935 half an hour from the end. The Americans went wild. Here was Bob Garretson's team making a superb comeback after its recent financial problems. But the tail end of the race wasn't all plain sailing for the three leaders: Haywood/Holbert may not have been much of a threat any more, but Dale Whittington pulled out all the stops once his fuel problems were resolved and came whistling through the field like a rocket. While most drivers were nursing their cars to the end, Dale was driving at sprint speed and he nearly won the race. When the flag fell at 11pm, he was only 94''—less than half a lap—behind the winners. Another lap or two and it might have been different...

Didier Braillon

SEBRING 12 HOURS

International Motor Sports Association's (IMSA) Camel GT championship, round 3:
Date: March 19, 1983:
Official race name: Coca Cola Classic:
Race length: 12 hours on 4.749 mile circuit.
Weather conditions: wet track on Thursday morning, partially cloud skies but dry during the remainder of practice, hot and sunny for the race.
Attendance: 60,000 spectators.



PRECEDING WINNERS

1952 : Harry Gray-Larry Kulok/Frazer Nash
1953 : John Fitch-Phil Walters/Cunningham C4R
1954 : Stirling Moss-Bill Lloyd/OSCA
1955 : Mike Hawthorn-Phil Walters/Jaguar
1956 : Juan Manuel Fangio-Eugenio Castelloti/Ferrari
1957 : Juan Manuel Fangio-Jean Behra/Ferrari 250TR
1958 : Phil Hill-Peter Collins/Ferrari 250TR
1959 : Phil Hill-Olivier Gendebien-Chuck Daigh/Ferrari
1960 : Olivier Gendebien-Hans Herrmann/Porsche RSK
1961 : Phil Hill-Olivier Gendebien/Ferrari TR
1962 : Jo Bonnier-Lucien Bianchi/Ferrari TR
1963 : John Surtees-Lodovico Scarfiotti/Ferrari
1964 : Mike Parkes-Umberto Maglioli/Ferrari
1965 : Jim Hall-Hap Sharp/Chaparral Chevrolet
1966 : Ken Miles-Lloyd Ruby/Ford MkII
1967 : Mario Andretti-Bruce McLaren/Ford MkIV
1968 : Hans Herrmann-Joseph Siffert/Porsche 907
1969 : Jacky Ickx-Jackie Oliver/Ford GT40
1970 : Mario Andretti-Nino Vacarella-Ignazio Giunti/Ferrari 512S
1971 : Vic Elford-Gérard Larrousse/Porsche 917
1972 : Mario Andretti-Jacky Ickx/Ferrari 312P
1973 : Peter Gregg-Hurley Haywood-Dave Helmick/Porsche Carrera
1974 : not held
1975 : Hans Stuck-Allen Moffat/BMW 3.5 CSL
1976 : Al Holbert-Michael Keyser/Porsche Carrera
1977 : George Dyer-Brad Frisselle/Porsche Carrera
1978 : Brian Redman-Charles Mendez-Bob Garretson/Porsche 935
1979 : Bob Akin-Roy Woods-Rob McFarlin/Porsche 935
1980 : John Fitzpatrick-Dick Barbour/Porsche 935
1981 : Hurley Haywood-Bruce Leven-Al Holbert/Porsche 935
1982 : John Paul Jr-John Paul Sr/Porsche 935

STARTING GRID

09-ANDIAL PORSCHE 935
Bell-Michael Andretti-Paul Jr
2'23"965

39-GUNN JGL CHEVROLET
Gunn-Londono
2'25"688

10-LOLA T600 CHEVROLET
Cooke-Adams-Garza
2'26"993

86-PORSCHE 935
Leven-Haywood-Holbert
2'28"499

94-PORSCHE 935K3
Don Whittington-B. Whittington (*)
2'29"134

4-CHEVROLET CAMARO
Hagan-Felton-Moses
2'32"787

21-ASTON MARTIN NIMROD
V. Gonzales-Olson
2'36"937

9-PORSCHE 934
Baker-Mullen-Nierop
2'38"165

7-MAZDA RX7
Halsmer-Knoop
2'39"690

13-PONTIAC FIREBIRD
Fassler-Pope-Shafer
2'41"237

61-CHEVROLET MONZA
Courtney-Sereix-O'Neill
2'42"021

02-MAZDA RX7
Varde-Baldwin-Casey
2'43"510

26-CHEVROLET CAMARO
Nehl-Silcox-Moise
2'44"242

38-MAZDA RX7
Mandeville-Johnson-Smith
2'45"184

8-FERRARI 512BB
S. Shelton-T. Shelton
2'46"623

60-MAZDA RX7
Cook-Dietrich-Bacon
2'48"596

6-CHEVROLET CAMARO
J. Shafer-G. Shafer-Maloy
2'48"993

12-CHEVROLET MONZA
Cummings-Rubright-Juckette
2'49"570

33-CHEVROLET CORVETTE
Keck-McDill-Whitaker
2'52"437

35-PORSCHE 934
Leon-Gilgan-Pickering
2'53"801

65-PORSCHE 934
Gordillo-Prieto-Soldevila
2'54"112

51-MAZDA RX7
Carmean-Herman
2'54"170

49-CHEVROLET MONZA
Overbagh-Kirill-Romano
2'55"608

63-MAZDA RX7
Downing-Maffucci-Ulski
2'56"032

68-PORSCHE 911
Rynerson-McDonald-Wilder
2'57"047

58-PORSCHE 924 GTR
B. Gregg-Rude-B. Henn
2'57"137

57-CHEVROLET CAMARO
Heinz-Thompson-Gentilozzi
2'58"344

64-CHEVROLET CORVETTE
Opie-Morgan-Bradey
2'58"402

06-PORSCHE 934
Lopez-Mendez
2'59"115

93-PORSCHE 911
Higgins-King-Mead
3'01"028

27-MAZDA RX7
Fowells-Mummery-Potter
3'02"011

90-PORSCHE 911
Shaefer-Zitza-Refenning
3'02"622

03-FORD MAVERICK
B. Lee-T. Lee-Myers
3'04"511

30-PORSCHE 911
R. Case-B. Case
3'04"839

23-PORSCHE 934
Selby-Roe
3'06"645

17-CHEVROLET CORVETTE
Dingman-Bighouse
3'11"415

99-PORSCHE 934
G. Londono-Munoz
3'18"427

62-PONTIAC FIREBIRD
Nelson-Kreider-Vosta
3'27"205

87-PORSCHE 911
Gotthried-Turner-Flores
3'38"999

76-FORD CAPRI
T. Lee-White-Ayes
3'41"390

53-CHEVROLET CAMARO (**)
Garcia-Matienzo
4'03"994

07-PORSCHE 911
Flores-R. Londono-Rodriguez
No time

25-MARCH PORSCHE 82G
Cowart-Miller de Narvaez
No time

80-LANCIA STRATOS (**)
Anutunoff Marina
No time

44-JAGUAR XJR5
Tullius-Adam-Bedard
2'25"590

16-MARCH 83G CHEVROLET
Hinze-Lanier-Wolters
2'26"659

5-PORSCHE 935
Akin-Dale Whittington-O'Steen
2'28"457

47-MARCH 83G CHEVROLET
Romero-Bundy-B. Whittington (*)
2'29"122

3-GRID COSWORTH
McKitterick-Minter
2'30"886

2-PORSCHE 935K3
Hinze (**)
2'35"846

05-PORSCHE 935
Almeida-Soto-Marejon
2'37"060

14-PONTIAC FIREBIRD
Shafer-Ramirez
2'39"250

77-MAZDA GTP
Honegger-Bohren
2'40"529

28-BMW M1
Fomfor-Kreysa-Naon
2'42"014

24-PORSCHE 935K3
Speer-Madren-Ratcliff
2'42"514

92-MAZDA RX7
Mueller-Visger-Varde
2'43"854

69-PORSCHE 934
A. Gonzales-Cruz
2'44"832

50-PORSCHE 934
Fonseca-Febles-Ferreira
2'46"327

36-PORSCHE 924 GTR
Miller-Busby-Grable
2'47"188

66-MAZDA RX7
Dunham-Kline-Compton
2'48"654

29-CHEVROLET CAMARO
Overby-Bell-Doyle
2'49"061

40-BMW M1
Bieri-Gysler-Hubbard
2'51"921

19-PORSCHE 934
Van Every-Tisdelle
2'52"520

89-PORSCHE CARRERA
Jamsal-Barrientos-Galdaez
2'53"980

01-FORD MUSTANG
Morton-Klauser
2'54"131

79-PORSCHE 924 GTR
Winters-Bergstrom-Dawe
2'55"186

96-PORSCHE 934
Bryd-Baker-Kirby
2'55"744

22-ASTON MARTIN NIMROD
Smith-St James
2'56"437

74-CHEVRON BUICK
Del Taylor-Figaro
2'57"133

02-FORD MUSTANG
Bucknum-Bright
2'57"652

20-PONTIAC FIREBIRD
Canary-Sanborn
2'58"351

34-PORSCHE 924 GTR
Drolsom-Cohen-Gellis
2'58"921

42-PORSCHE 911
Wonser-Bean-Cason
3'00"812

18-CHEVROLET CAMARO
Lista-Diehl-Newsome
3'01"348

83-PORSCHE 934
Brezinka-Bartling-Schmidt
3'02"451

78-PORSCHE 911
Bitterauf-V. Smith-Flanders
3'03"069

08-MAZDA RX7
Diehl-Newsome
3'04"838

52-PORSCHE 911
Gauthier-Cripe-Collins
3'05"836

11-PORSCHE 911
Goral-Figaro-Uria
3'07"296

04-PORSCHE 911
Di Lella-Cueto
3'15"416

91-BMW 2002
Bryant-Priest-Guido
3'20"402

54-CHEVROLET CAMARO
Fernandez-Vilarchao
3'31"286

95-RENAULT 12
Skiff-Leo
3'40"899

37-MAZDA RX7
Walter-Burdsall
3'41"911

75-FORD PINTO
Worth-Crouch-Taylor
6'47"477

15-PORSCHE 934
Lutz-Brummer-O'Connor
No time

31-PORSCHE 914
Griffin-Zouleska
No time

(*) Driver entered in two different cars
(**) Withdrawn, did not start

RESULTS

1. Porsche 934/Baker-Mullen-Nierop, 231 laps, 1097.116 miles in 12 hrs 01'17"745, at an average of 90.029 mph.

1.	Porsche 935K3	Akin-D. Whittington-O'Steen	1'34"802 behind
2.	Porsche 935	Haywood-Holbert	229 laps
3.	Chevrolet Monza	Courtney-Sereix-O'Neill	227 laps
4.	Aston Martin Nimrod	Smith-St James-Olson	224 laps
5.	Mazda RX7	Dunham-Kline-Compton	224 laps
6.	Porsche 934	Gordillo-Prieto-Soldevila	224 laps
7.	Mazda RX7	Varde-Baldwin-Casey	223 laps
8.	Ford Mustang	Morton-Klauser	222 laps
9.	Porsche 934	Leon-Gilgan-Pickering	222 laps
10.	Chevrolet	Cooke-Adams-Garza	221 laps/retired, accident
11.	Lola T600	Don Whittington-B. Whittington	218 laps
12.	Porsche 935K3	McKitterick-Minter	216 laps
13.	Grid Cosworth	Walter-Burdsall	216 laps
14.	Mazda RX7	Selby-Roe	210 laps
15.	Porsche 934	Brezinka-Bartling-Schmidt	204 laps
16.	Porsche 934	Mueller-Visger-Varde	204 laps
17.	Mazda RX7	Downing-Maffucci-Ulski	204 laps
18.	Mazda RX7	Goral-Figaro-Uria	202 laps
19.	Porsche 911	Gonzales-Cruz	201 laps
20.	Porsche 934	Halsmer-Knopp	199 laps/retired, front suspension
21.	Mazda RX7	Shaefer-Zitza-Reffenning	198 laps
22.	Porsche 911	Lopez-Mendez	192 laps
23.	Porsche 934	Jamsal-Barrientos-Galdaez	188 laps
24.	Porsche 934	Fowells-Mummery-Potter	185 laps
25.	Mazda RX7	Shafer-Ramirez	185 laps
26.	Pontiac Firebird	Rynerson-McDonald-Wilder	183 laps
27.	Porsche 911	Heinz-Thompson-Gentilozzi	181 laps
28.	Chevrolet Camaro	Lee-Lee-Myers	180 laps
29.	Ford Maverick	Bryant-Priest-Guido	178 laps
30.	BMW 2002	Higgins-King-Mead	175 laps/retired, engine
31.	Porsche 911	Case-Case	173 laps
32.	Porsche 911	Cook-Dietrich-Bacon	168 laps/retired, engine
33.	Mazda RX7	Carmean-Herman	167 laps
34.	Mazda RX7	Gredd-Rude-Henn	165 laps
35.	Porsche 924 GTR	Byrd-Baker-Kirby	162 laps
36.	Porsche 934	Wonzer-Bean-Cason	162 laps
37.	Porsche 911	Skiff-Leo	159 laps/retired, engine
38.	Renault 12	Van Every-Tisdelle	153 laps/retired, engine
39.	Porsche 934	Bucknum-Bright	153 laps/retired, engine
40.	Ford Mustang	Hagan-Felton-Moses	153 laps
41.	Chevrolet Camaro	Di Lella-Cueto	152 laps
42.	Porsche 911	Winters-Bergstrom-Dawe	148 laps
43.	Porsche 924 GTR	Speer-Madren-Ratcliff	145 laps/retired, engine
44.	Porsche 935	Overbagh-Kirill-Romano	145 laps/retired, engine
45.	Chevrolet Monza	Fassler-Pope-Shafer	142 laps/retired, engine
46.	Pontiac Firebird	Lista-Diehl-Newsome	140 laps
47.	Chevrolet Camaro	Lee-White-Ayes	140 laps
48.	Ford Capri	Lutz-Brummer-O'Connor	139 laps
49.	Porsche 934	Miller-Busby-Grable	132 laps/retired, engine
50.	Porsche 924 GTR	Gottfried-Turner-Flores	131 laps
51.	Porsche 911	Hinze-Lanier-Wolters	128 laps/retired, engine
52.	March 83G Chevrolet	Keck-McDill-Whitaker	128 laps
53.	Chevrolet Corvette	Overby-Bell-Doyle	127 laps/retired, engine
54.	Chevrolet Camaro	Worth-Crouch-Taylor	127 laps
55.	Ford Pinto	Bell-Michael Andretti-Paul Jr	125 laps/retired, engine
56.	Andial Porsche 935	S. Shelton-T. Shelton	120 laps/retired, transmission
57.	Ferrari 512BB	Tullius-Adam-Bedard	95 laps/retired, engine
58.	Jaguar XJR5	Drolsom-Cohen-Gellis	94 laps/retired, engine
59.	Porsche 924 GTR	Nehl-Silcox-Moise	92 laps/retired, transmission
60.	Chevrolet Camaro	Gonzales-Olson	86 laps/retired, engine
61.	Aston Martin Nimrod	Almeida-Soto-Morejon	82 laps/retired, accident
62.	Porsche 935	Londono-Munoz	81 laps/retired, accident
63.	Porsche 934	Canary-Sanborn	78 laps/retired, transmission
64.	Pontiac Firebird	Gauthier-Cripe-Collins	67 laps
65.	Porsche 911	Honegger-Bohren	61 laps/retired, engine
66.	Mazda GTP	Opie-Morgan-Bradey	59 laps/retired, engine
67.	Chevrolet Corvette	Bitterauf-Smith-Flanders	59 laps/retired, transmission
68.	Porsche 911	Fomfor-Kreysa-Naon	58 laps/retired, accident
69.	BMW M1	Mandeville-Johnson-Smith	56 laps/retired, engine
70.	Mazda RX7	Fernandez-Vilarchao	56 laps/retired, accident
71.	Chevrolet Camaro	J. Shafer-G. Shafer-Maloy	55 laps/retired, accident
72.	Chevrolet Camaro	Del Taylor-Figaro	53 laps/retired, engine
73.	Chevron Buick	Cummings-Rubright-Juckette	50 laps/retired, engine
74.	Chevrolet Monza	Cowart-Millar-De Narvaez	46 laps/retired, accident
75.	March 82G-Porsche	Griffin-Zouzleska	38 laps/retired, accident
76.	Porsche 914	Fonseca-Febles-Ferreira	36 laps/retired, accident
77.	Porsche 934	Diehl-Newsome	29 laps/retired, transmission
78.	Mazda RX7	Gunn-London	26 laps/retired, engine
79.	Gunn JG1 Chevrolet	Bieri-Gysler-Hubbard	21 laps/retired, accident
80.	BMW M1	Flores-Londono-Rodriguez	21 laps/retired, engine
81.	Porsche 934	Dingman-Bighouse	11 laps/retired, engine
82.	Chevrolet Corvette	Romero-Bundy-B. Whittington	8 laps/retired, transmission
83.	March 83G Chevrolet	Nelson-Kreider-Vosta	1 lap/retired, engine
84.	Pontiac Firebird		

GTO category winners: Porsche 934/Baker-Mullen-Nierop
GTX/GTP category winners: Porsche 935 K3/Akin-D. Whittington-O'Steen
GTU category winners: Mazda RX7/Dunham-Kline-Compton

LEADERS

1st lap: Jaguar XJR5/Tullius-Adam-Bedard
2nd to 9th lap: : March 83G Chevrolet/B. Whittington-Romero-Bundy
10th lap: Jaguar XJR5/Tullius-Adam-Bedard
11th to 21st lap: Porsche 935/Haywood-Holbert
22nd to 26th lap: Jaguar XJR5/Tullius-Adam-Bedard
27th to 40th lap: Porsche 935/Haywood-Holbert
41st to 42nd lap: Jaguar XJR5/Tullius-Adam-Bedard
43rd to 50th lap: Porsche 935/Haywood-Holbert
51st to 74th lap: Jaguar XJR5/Tullius-Adam-Bedard
75th to 86th lap: March 83G Chevrolet/Hinze-Lanier-Wolters
87th to 90th lap: Porsche 935K3/Akin-D. Whittington-O'Steen
91st to 93rd lap: March 83G Chevrolet/Hinze-Lanier-Wolters
94th to 95th lap: Porsche 935K3/Akin-D. Whittington-O'Steen
96th to 108th lap: March 83G Chevrolet/Hinze-Lanier-Wolters
109th to 116th lap: Porsche 935K3/Akin-D. Whittington-O'Steen
117th lap: March 83G Chevrolet/Hinze-Lanier-Wolters
118th to 120th lap: Porsche 935K3/Akin-D. Whittington-O'Steen
121st lap: March 83G Chevrolet/Hinze-Lanier-Wolters
122nd to 163rd lap: Porsche 935K3/Akin-D. Whittington-O'Steen
164th to 198th lap: Mazda RX7/Halsmer-Knopp
199th to 206th lap: Grid Cosworth/McKitterick-Minter
207th to 220th lap: Porsche 935/Haywood-Holbert
221st to 231st lap: Porsche 934/Baker-Mullen-Nierop

EXTRA, EXTRA

THE TORTOISE AND THE HARE

"The one thing I want to do right now is to win the Sebring 12 hours, and so I suppose that it's a good thing that John Paul Junior has joined Mike Andretti and I."

Derek Bell was putting on a good face, better than that of the previous evening when Preston Henn had again made the news by offering the reigning IMSA champion a ride in his Andial-built Porsche 935. John Junior found himself free after cancelling his entry for the first CART round of the season at Phoenix. Because CART is the major programme of the year, John Senior had failed to prepare any of the JLP Racing IMSA cars, neither of the two 935s, nor the Lola-Chevrolet T600 for the Sebring race.

John Junior is Preston Henn's habitual adversary in IMSA, but the team's owner-driver decided not to drive his usual one or two stints when he signed up the champion. But he might have been thinking of changing his mind after the night session. *"The night before last, after that evening practice session, I was absolutely livid,"* said Derek Bell later. *"John virtually destroyed the car. He wrecked everything: chassis, engine, bodywork, everything. And in spite of that, Preston has asked him to qualify the car tomorrow because he says it will be good publicity."*

The next day, John put the car on pole position, with a 2'23"965 but Derek wasn't impressed. *"I did 2'26 on old tyres on Thursday; you should be able to get into the 2'22s on qualifiers."*

But Derek, as usual, wasn't under-employed. He did a few laps in the team's Ferrari 512 BB although he has a Porsche contract for races: *"the car more or less belongs to Preston, and he asked me to set it up."* Back in the Porsche, he found it most impressive. *"It's an incredible car, very manœuvreable and almost effortless to drive."* But on Saturday morning, Derek wasn't so happy. The ride height had been altered to cope with full tanks, and the car suddenly rolled a lot more than before.

On the first lap, Derek realised that he couldn't keep up with the hares of the race, the Jaguar and various Marchs. But the gap between himself and those in front grew so quickly that there had to be another reason. Gulping orange on a pile of tyres after his first stint, he told us what was wrong. *"Right from the start, the turbo pressure was low and the engine was misfiring between 5000 and 7000 revs. It was because one of the turbo pipes hadn't been tightened sufficiently and boost pressure was leaking. So I had a long stop for that, and then there was a tyre problem, probably because of a leaking valve. And then I damaged the front of the car when a Camaro cut across in front of me in one of the fast corners and I had to take to the grass. That was slightly my fault because I should have been more vigilant."*

The white 935 with blue and orange wheel arches was in 41st place, three laps behind at the end of the first hour. It reminded one of Daytona, and one could but wait for the car to leap up the order board as it had in February.

But after four and three quarters hours of racing, the Henn pit had a panic on its hands. John Paul Jnr had taken over after Derek and Mike Andretti and he came in to say that the engine wouldn't pull at all. The problem was soon diagnosed: John Junior must have run over some track debris and ripped off the left hand exhaust system. Watching the consequent pit work was like seeing an old-time movie speeded up. Lying under the red hot engine, the mechanics began to dismantle the offending part, throwing hot bits of metal into a bucket of water. Alvin Springer of Andial took off his headset and slithered under the car. Mike Andretti began by helping to pass tools, and then began to unscrew a nut. 'Sheriff' Preston told him firmly that it was not his job, and he was sent away with a flea in his ear. Poor Mike tried to explain, like a scolded school kid excusing his mistake, but Preston's moustache simply bristled...

A few feet away, John Junior was taking a breather and to relieve his boredom, was trying to eat an apple which his girlfriend had given him: not an easy task when wearing a full-face helmet.

The movie lasted 12 minutes and when John Paul Jnr got back on the track, he proved that all was well by shooting throught the field up to fifth place. When he came in, bathed in sweat, to hand over to Andretti, compliments and congratulations rained down on him, but the man who slapped him on the back almost knocked the exhausted youngster flying.

It all seemed to be going well when at 5.15 pm, young Andretti suddenly appeared at the end of the pit road, the Porsche shrouded in smoke. When he free-wheeled to a halt at the pit, Springer's men commenced act two of their drama by cooling the red hot right turbocharger and then changing it in nine minutes. But their efforts were useless. After another smokey lap, Andretti came into the pits for good. The engine was irrepairably damaged.

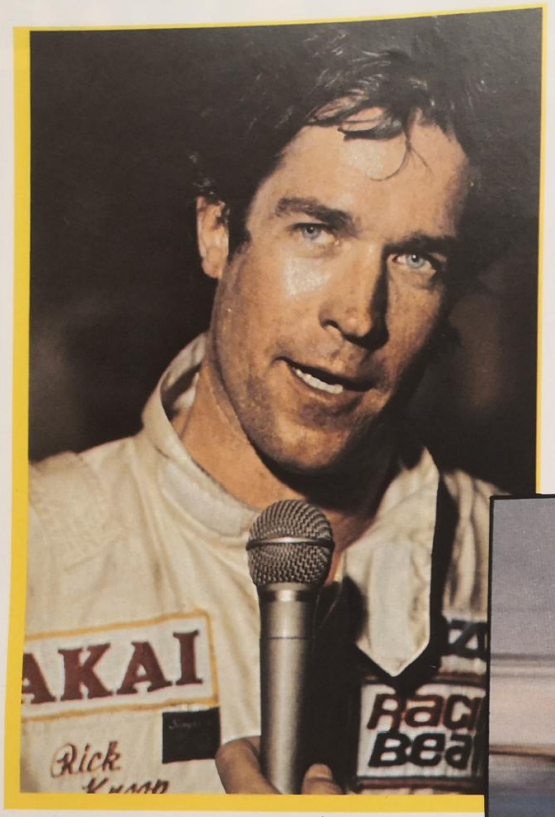
A few yards away, there was more drama. Hinze-Lanier-Wolters had already finished second at Daytona and were now battling for the lead with Akin's Porsche at Sebring. But then the March came smoking down the pit lane.

Little Randy Lanier leaped from the cockpit and rushed to the engine compartment. A quick look at the Ryan Falconer-prepared Chevrolet revealed the worst. Oil and water was pumping out of every orifice, and some of them shouldn't have been there anyway. The heads seemed warped by the heat. But naively obstinate, Marty Hinze's little team decided to try and restart the engine — as though the problem might have gone away now...

Once two of the front runners had dropped out of the race, and the sun had dipped below the horizon, one might have hoped for a let-up in the massacre. But that wasn't the case. Mechanics were slaving away in every pit: at Jaguar, the mechanics were trying to replace a blown head gasket; the Bayside mechanics were coping with a host of consecutive problems on the Haywood-Holbert 935; in Bob Akin's pit, they couldn't work out why the 935 wouldn't start, until they found water in the fuel; and later, the Japanese mechanics tending a Mazda worked away at trying to piece together the front of the car without a thought in their bandana-shrouded heads that it was a painful and possibly pointless task.

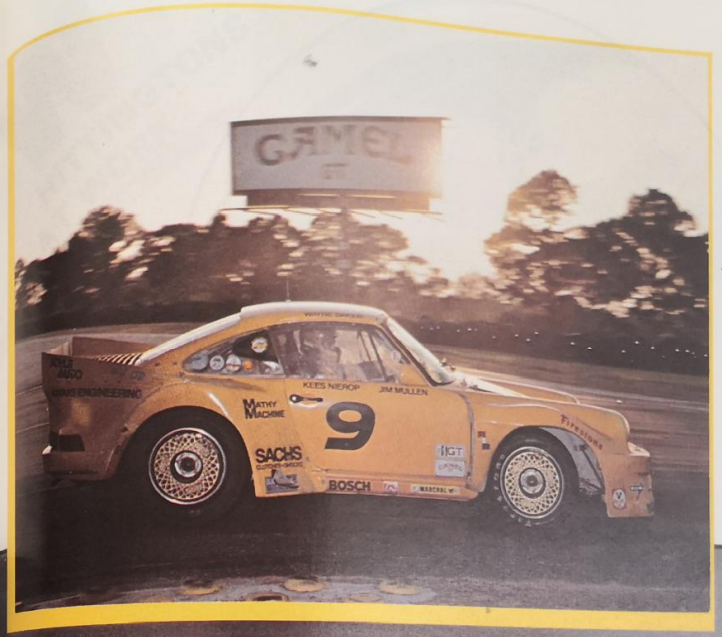
All of them, from the best downwards, endeavoured to keep their machines going right to the end, in the vain hope of recouping some glory from this challenging 12 hour race. But no one could really beat a tortoise which had been plodding around. It had scarcely aroused any attention, running reliably and undramatically. The hares had failed, now was the hour of the tortoise. In the pits, blackened mechanics in oil overalls, nursing hands deformed by blisters and burns, could only watch incredulously.

Didier Braillon



through and into the lead under the cover darkness came our mouse: the modest 934 prepared by Bob Garretson for Baker-Mullen-Nierop. Garretson hasn't the means that he used to have, and this was his ideal tool with which to win GTO this year. Now they have one win under their belt. Baker and Mullen aren't known in Europe, but Dutch Canadian Kees Nierop raced in F3 last year in England.

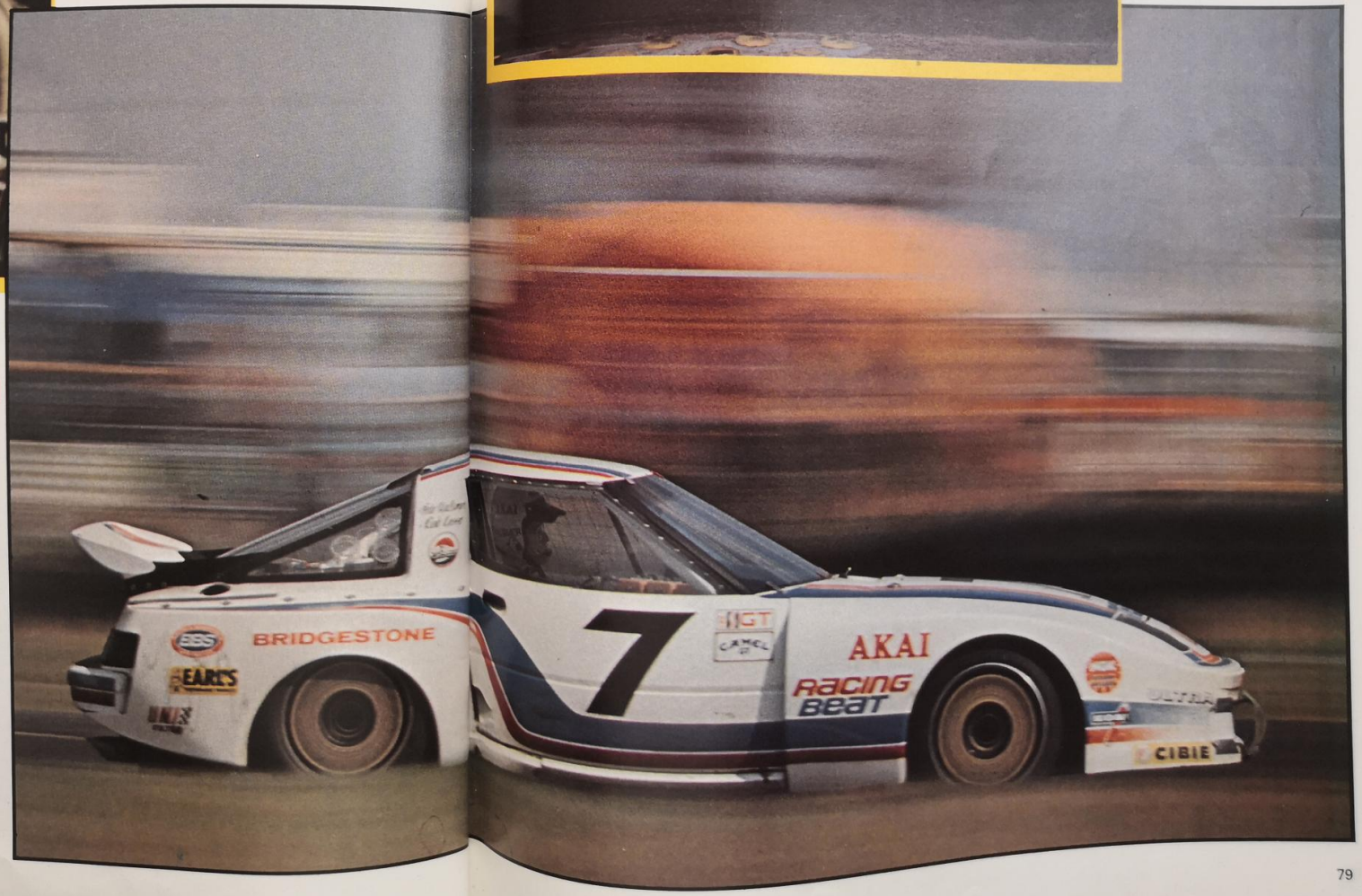
Just behind them on the grid was another mouse of Sebring, the little RX7 driven by Halsmer and Knoop which took the lead at the tenth hour.



But when trying to resist the inexorable advance of the Grid, Halsmer went off at the chicane and damaged his car, much to the disappointment of the spectators who love to stick up for underdog. In our picture, Halsmer and Knoop tell their story to journalists.
(Photos: DPPI)

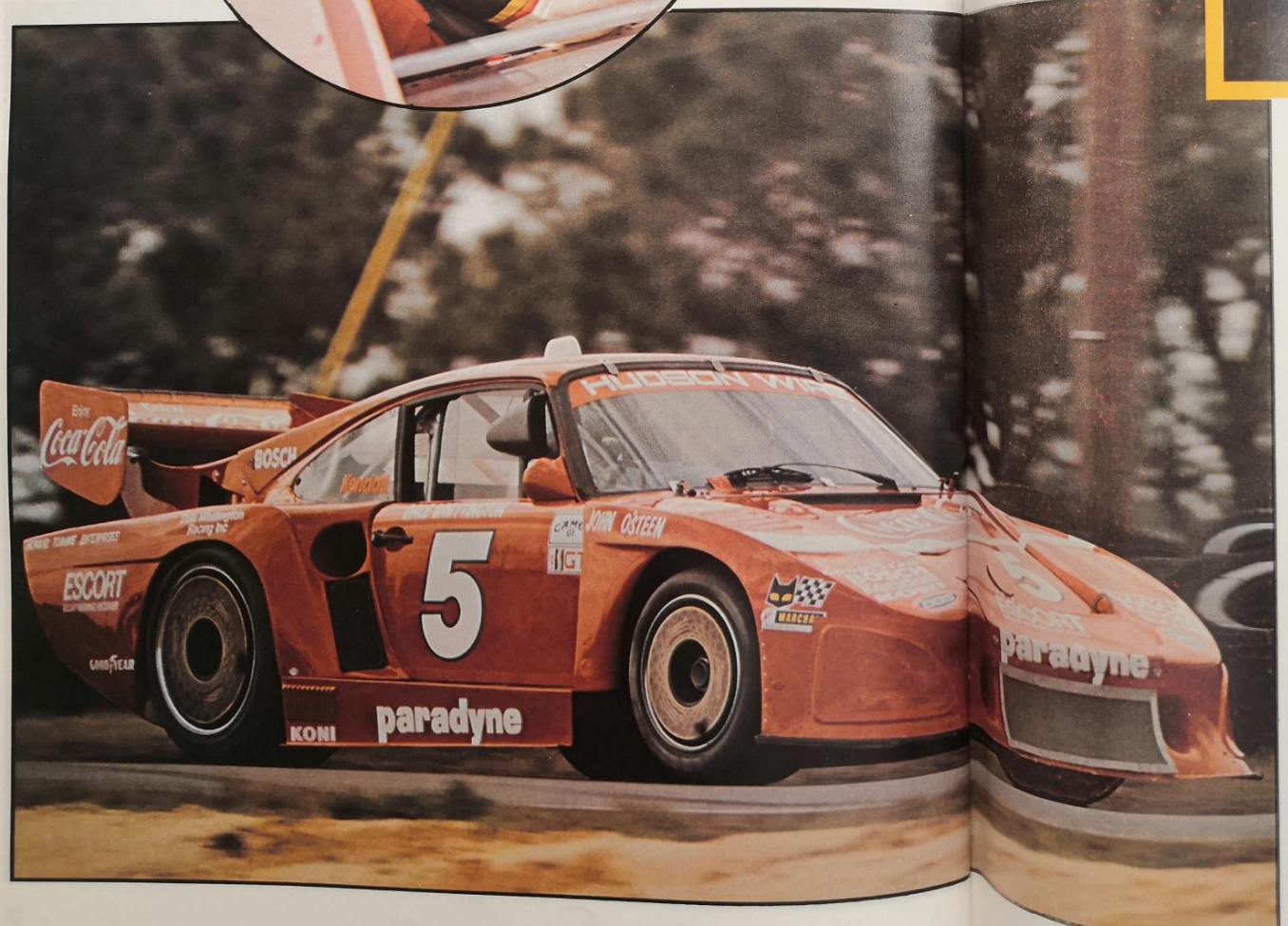
THE MICE PLAYED

You know the expression: when the cat's away, the mice will play. And so they did, the little cars, at Daytona. One cat went out with a blown head gasket, Bob Tullius's XJR 5, but other favourites to be delayed or retire were the Bell-Andretti Jnr-Paul Jnr 935 (engine), the Grid (wheel bearing), the Holbert-Haywood Porsche (electrics) and the Akin-Whittington-O'Steen 935 K3 (water in fuel). So creeping

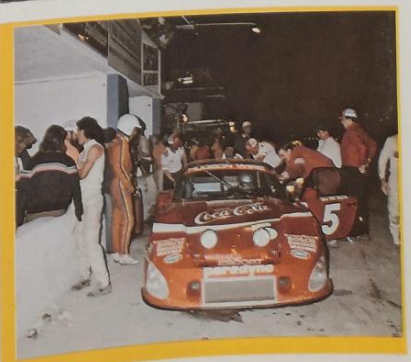


HITTINGTONS AT WORK

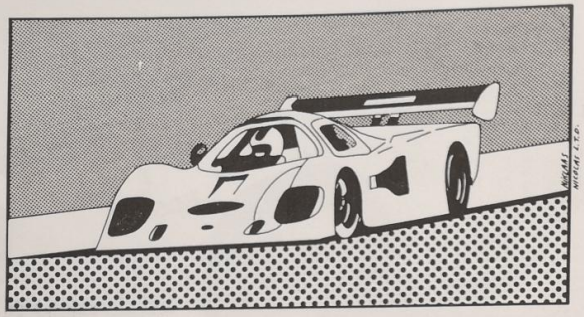
The last collection of brothers who really excelled in Endurance racing were the Rodriguez brothers. But the Whittingtons already have the 1979 Le Mans to their name—Don and Bill shared a 935 with Klaus Ludwig—and they were trying to add their names to the Sebring winners roll of honour.



To this end the brothers were careful not to put all their eggs in one basket. Bill actually started in Pepe Romero's pink March, and shot off into the lead on the second lap. By the seventh, he had a 30s lead, but then the March broke, and Bill joined Don in Preston Henn's 935 K3. But Don crashed the car, and it had dropped to 12th place at the end, 13 laps behind the leaders. So it was left to the youngest brother, Dale, to defend family fortunes. He was sharing Bob Akin's Porsche 935 K3 with the owner and O'Steen. It was one of the front runners until water was found in the petrol and it took a while before the Whittington with the yellow helmet lead a spirited charge back up through the field. (Photos: DPPI)



A TIGHTENING OF BELTS



A fourth and a fifth place were Ford's only rewards out of ten starts for an expensive involvment in Group C in 1982. Despite the promise shown, it was a disaster in terms of top six placings. Now Ford is embarking on a new programme. A new organisation has been formed and new cars have been armed with Keith Duckworth's turbocharged Cosworth DFL. But Ford will certainly not be rushing headlong into an ignominious repeat of 1982. Instead the new team will tackle a development programme with care, and only when the new car and engine are felt to be competitive will they be raced.

by Bob Constanduros

A swift review of the 1982 season reveals that the cars weren't totally uncompetitive. Only one car was run for the first three races, and that was progressively improved so that it started from pole position at the Nurburgring and lead all but four of the first 31 laps. But then the transmission failed. An increased involvment at Le Mans and Spa with two cars lead to a team of three for Brands Hatch. It was there that two cars started from the front row, lead for the first few laps of the damp track, and then Marc Surer acquaplaned into Manfred Winkelhock and knocked him off the track and out of the race.

That race hadn't had the most promising of starts either. Two of the cars caught fire in the pits during unofficial practice, and yet it was at Brands Hatch that the team had its best result. Jonathan Palmer and Desire Wilson finished fourth, and Klaus Ludwig teamed with Marc Surer to finish fifth after both a puncture and a recurrence of an all too familiar exhaust problem which had already caused long stops at Spa.

On the pit wall at Brands Hatch that weekend in October were two men who will play a significant part in Ford's 1983 programme. Keith Greene was taking a weekend off from the Rondeau team for whom he was team manager, and he coaxed the third works car into fourth place. Tony Southgate, meanwhile, had been with the team for some time already. Neither looked particularly impressed as they hung out boards to the drivers. What had happened to the team and pit crew?

Tony Southgate, as much as anyone, knew the recent past. *"I came into the team back in April. Len Bailey designed the car and was working from Maurice Gomm's place in Woking, England, and I suppose he had had enough. So Ford of Germany picked it up and they tried various revisions which weren't very*

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Tony Southgate is the kingpin of the third generation of Ford C100. It needs result and the turbo engine will make a difference.

good. The suspension wasn't too good and it was a bit heavy. The first race was a shambles. So then it was handed over to Zakspeed, but they had no experience with this type of racing. They asked me to have a look at it, and by then it was quite a mess. But it was quite easy to improve, I drew a few bits and John Thompson, my partner in business, made them up. We were three seconds quicker during practice at Silverstone. But that was it. I went to a few races but I didn't do much more. I was really a consultant to Zakspeed in order to get them out of the mire."

Peter Ashcroft, Ford competitions manager, looks at 1982 from the corporate point of view. *"We were concerned because of our performance last year. It wasn't good and it didn't look good. When we don't win, it's bad for Ford's image. We were embarrassed last year, we felt that we could go better but although we were embarrassed, we were more disappointed with the performance of the team and the car. I feel that the problem was that we were too spread out, Len Bailey was in Woking, Zakspeed were in Niederzissen and we were trying to co-ordinate it all from Boreham. It just got out of hand."*

Ford commissioned Southgate to start on a car at the beginning of September for it to be completed by the end of the January. It was a couple of weeks late, but on budget. *"They wanted a cleaner, lighter but still conservative car. They didn't want anything radical,"* says Southgate. *"What we really needed was the engine and then we could have designed the car around it."*

The engine, indeed, is the crucial thing. *"This year we wanted to centre the team around Cosworth,"* admits Ashcroft. *"We wanted everyone to be very much part of the programme. It makes sense with a development programme."* It certainly overcomes what Ashcroft considered to be the problem with the 1982 season. *"Tony Southgate actually lives in Northampton where Cosworth is based, while the cars will be made by John Thompson about 15 miles away. And they will be run by Gordon Spice Racing who are at Silverstone about 15 miles the other way."*

From Len Bailey and Zakspeed, the programme now became Tony Southgate and Gordon Spice Racing, why? Peter Ashcroft: *"we were attracted to Tony Southgate because he gave us a fair opinion but he was also involved with John Thompson who made the cars. This involvment grew from the information that he gave us and picked up from there. It was very much a committee decision for him to join. As for Gordon Spice Racing, they've run Capris for us for more than three years with success. Keith Greene is a pretty good team manager and Gordon isn't a bad endurance driver."*

For Southgate, working for Ford again is almost a home coming. He spent about six months working on the first Lola GT which attracted Ford to that class of racing because it was the first British-type car with a 4.7 litre Ford V8. That car went on to become the Ford GT40. After a spell at Brabham, Southgate returned to Lola to work on their next great GT car, the T70. *"And of course I've done quite a bit of CanAm including the Lolas, BRMs and Shadows."* So although Tony is best known in the Grand Prix world, sports car racing isn't entirely new to him, *"although I've never actually 100 per cent built a Le Mans-type car."*

But Tony finds it a challenge. *"I was interested in a proper commission because it was interesting and it's good to be involved with Ford. And I find it interesting to work on a Group C car because there's more to them. A single seater is straight forward with massive amounts of money being spent on quite small areas. But Group C is different. There's not the same competition, but Porsche is the big problem. They're the ones to beat. We beat them in CanAm so it's not impossible.*

"But the cars are interesting. There's a lot of work; almost too much. There are only nine of us at John Thompson's; there are 102 at Williams and 46 at Arrows! I'm the only one on the design side so I've done it all from the bell housing to the simplest washer. If I'd had more money, I could have employed someone. But Ford isn't slinging money about and we're trying to stick to the budget. We could have made the car quicker if we'd had more money, and therefore more people."

There's little left of the old C100. The new car, simply called Ford Group C 001, is nearly all new. *"We're still using BBS Wheels because we already had them, although they're not very light. We're using the front and rear axles because they didn't give any trouble and they are nicely engineered, and we're using the old screen. Otherwise, it's all new.*

"The structure is in aluminium honeycomb with the engine mounted along Formula One lines with the mountings bonded in. The overall effect is that the car is stronger and a fifth lighter. It has outboard springing instead of rockers plus tension link suspension which is a big advantage. It's quite big, maximum width but a slightly longer wheelbase than before in order to get more weight on the front.

"In a way, I've had a different approach. I think one has to look at two cars in Endurance racing. One is a Le Mans-type car which has to do 225 mph down the straight and has lower drag than normal.

The other car is what I call a sprint set-up with high downthrust and a high drag body which makes it handle well and is easy for the drivers so that they can maintain a higher average speed. I call that my CanAm-type car for the six hour or 1000 kilometer races. It has a wing stuck up on two plates at the back, rather then a long tail.

"In designing the car, my thinking has tended to follow Formula One-type lines, although there are some who think otherwise. I'm totally convinced that a Formula One car could race for 24 hours if you could change the engine and gearbox. There's no reason why it shouldn't.

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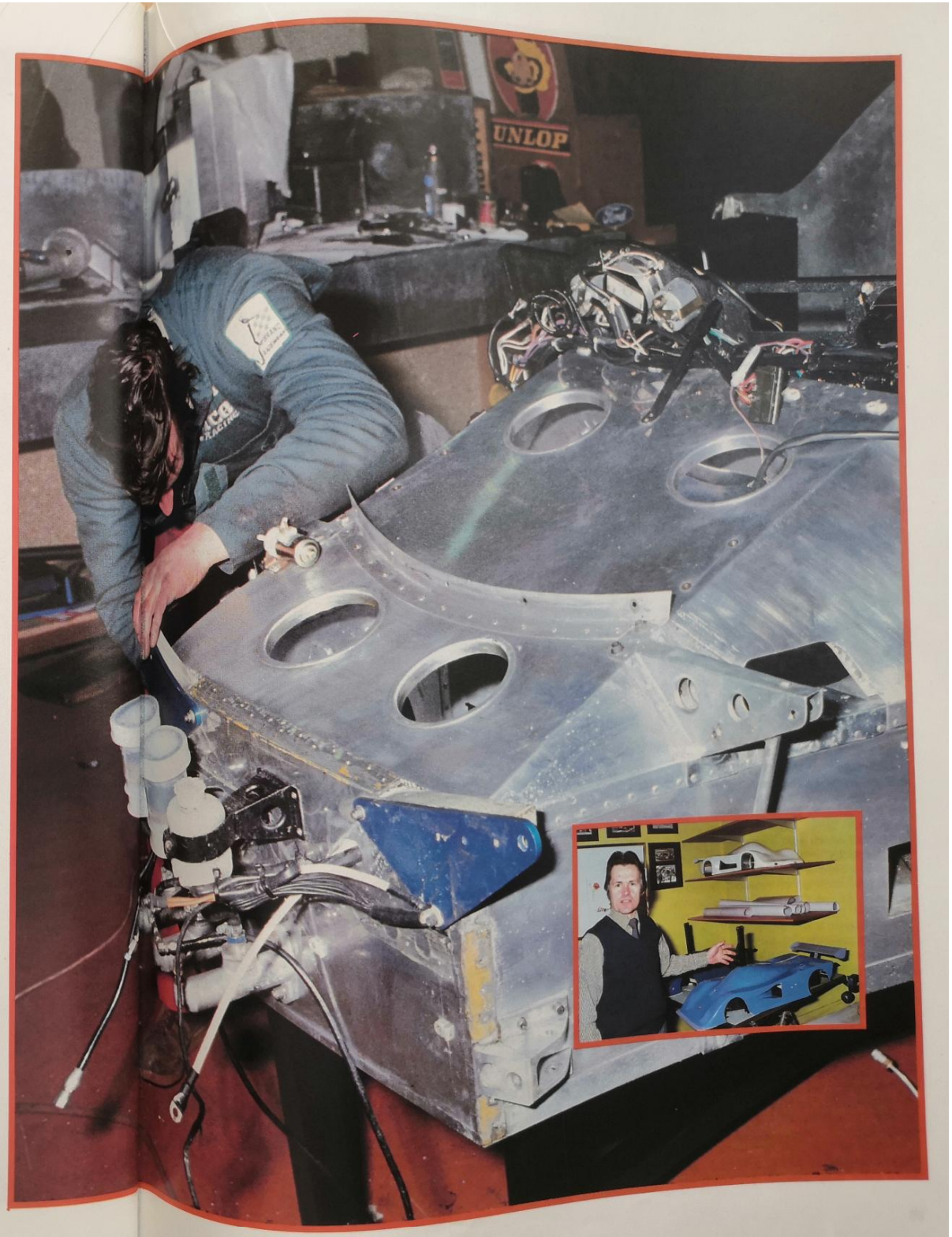

Different version of the bodywork are planned by Tony Southgate at the Silverstone offices of Gordon Spice Racing where similar cars will be completed.

So this business of making everything three times bigger as some people are convinced everything should be, is totally unnecessary. I mean what is the point of making a three gallon oil tank when the engine only uses three pints?"

Three Fords will be built. *"So far, we have produced one car which will be the test and development car,"* says Ashcroft. *"Another one is being built which is the race car, and then a third one will be built which will be the spare."* So there will be three cars, but what will they do? *"I can't say for definite which races we shall do,"* continued Ashcroft, *"because we're taking it stage by stage. Even now, I don't know whether we'll go to Monza because it all depends on our testing. We'll probably do more testing than racing. The key to the thing is the turbo engine. We won't have long to get the turbo engine right in the car, and there's no way that we'll do Monza with guys who are running a car should always build it. Even if we'd bought a Porsche 956, I'd get the mechanics to take it to pieces and rebuild it because I think it's only fair that if they're taking the responsibility of running the thing, they should at least know what they're taking on.*

"I'd be disappointed if we didn't do much racing, or at least, I'd be disappointed if we didn't race when we're competitive. It's the ultimate bad thing for the team not to race, because the people involved are racers themselves. If we don't race, it means that there's something wrong. We should have time to get it right, and we should achieve competition. We'll never win a race if we're not reliable, so we've got to make the car reliable for racing speeds."

One of the things that most excites Keith Greene is that Keith Duckworth is so involved.

a normally aspirated engine. There are about ten or twelve engines down at Cosworth which belong to Ford, and we'll be lending some to Rondeau and Lola. But we'll keep around six for ourselves which will be converted to turbo specification. We shall only run the turbo in a Ford until it has proved itself. Only then will other teams get turbo engines. I think Cosworth would like to sell DFL turbos as a commercial proposition."

Over at Silverstone, Keith Greene had got his team together prior to the first test session in late February. How did he feel about this rather uncertain year? *"Well, I hope it's going to be more profitable for me then last year, because I'm still waiting for some of my money! But yes, I'm looking forward to this, although I think there are quite a few ponderables. But as a challenge, I think it's superb. We've got five mechanics, including two that I've retained from our saloon car programme. And I've got Nelson Piquet's ex-chief mechanic, Richard Taylor.*

"My guys have helped to build the cars, and I think they needed to. I think the "It is obvious that Keith Duckworth has picked up the gauntlet and is throwing everything behind the development of the turbo. He is really charging. He's a genius and if he applies himself, then nothing could be better. He's engineering the whole thing himself and is responsible for the complete package, even putting in two or three engineers which is nice because there's no one more expert. And it saves me the worry of having to look after the engines."

The Cosworth wizard's ideas have already caused Southgate some worries. *"The old car had a simpler fuel system, but although there's only a single fuel tank now, the system is quite complex inside. There are things like computerised electronic float valves, catch tanks, collector tanks and things to measure flow. There's a computer which measures fuel flow in percentages, and the speed has to be regulated accordingly. It's the same sort of thing that you find in production cars, in fact the readout that the driver sees is a modified production unit from the Granada."*

Tony's worry has been to install Keith Duckworth's ideas in the car, Keith

The first laps of the 1983 Ford C100 will be at Paul Ricard but it will again be equipped with a normally aspirated engine. For Keith Greene, who has left Rondeau, the turbo is the only thing that can counter the sovereignity of the Porsche 956.

Greene has the worry of the practical application. *"Racing our car is going to be like a high speed economy run if Keith has his own way,"* according to Keith Greene. *"He has his own ideas and you know Keith is such a genius that the only way to dissuade him from his views is to prove to him that things aren't viable. You can't just tell him.*

"Well, his idea of how his turbo car should be raced is that the drivers should go flat out between corners, shutting off completely—putting it out of gear—say 200 yards before a corner where they would normally brake at 100 yards. Then the drivers have to brake as usual at 100 yards and put it back into gear, drive it as usual through the corner, and then go flat out again out of the corner to the next one. This, according to Keith is the most economical means of race driving.

"Now there are some impracticalities to this. For example, the engine will almost certainly flood because the car will have a totally free fuel flow system. The pumps won't switch off so the engine will flood and Lord knows what happens when you put it back into gear. Then there's a problem with gearboxes, trying to find a gear and how stable will the car be, let alone small matters like overtaking and braking.

"We're going to have to rely a lot on our drivers with this fuel flow system. A good rapport will be essential. It's going to be a matter of running races from the pits, and that's why I've started to learn about computers, because I don't think my brain will work quickly enough on the pit wall.

"You see during practice the drivers are going to have to work out just how much percentage effect they get for how much time. They have this percentage dial on the dashboard which tells them the true usage of fuel which they must then balance with a digital timer operated by a switch. They have to get the best time possible at 100 per cent effort. If they run a lap at 102 per cent, they have to do the next one at 98 per cent. So throughout practice they're going to have to work away at how they are going to drive to maximum fuel effect, and how gear ratios might improve their times, with no decrease of efficiency. Only at the end of practice will we bolt on qualifiers to do a time.

"And then there might be the odd wet/dry race which will require considerable control on the part of the drivers, and a lot of cleverness in the pits. So it's going to be quite a challenge out there when we get racing."

For the moment though, Ford's Group C team is involved in a test and development programme. What happens in the end depends on performance, but a decision regarding the future will be taken in the summer of 1983. Hopefully it will be a favourable one, for the prospect of a Ford-Porsche-Lancia-Ferrari battle is most attractive, reminding one of classic battles of the past. Such titanic struggles made history in the sixties; hopefully they'll signal a rebirth of Endurance racing in the eighties. □

THAT'S AMERICA

We were sitting by the pool of the Howard Johnsons Motel at Miami. The sun shone relentlessly. Not far away, one of John Fitzpatrick's drivers Derek Bell was rekindling a tan last furnished at Kyalami in November. We spoke with Fitz and co-driver David Hobbs, mindful that we should all soon leave this idyllic setting and weather, and meet again in a little over a month at the not so idyllic Monza for the first round of the World Endurance championship.

by Bob Constanduros

Hobbs, Fitz and Derek Bell, together with Brian Redman have become known as the expatriot racers. At some time in their careers, they all discovered that they could make more money abroad than in England, and that they were good enough to be chosen by foreign teams.

"John Surtees brought me here in 1969," said Hobbs. *"I did Formula 5000 with him, although originally we were going to have a team with James Garner. In the end we did it on our own, did seven out of 14 races and lost the championship by one point. We did a repeat the following year, and in 1971, Roger Penske asked me to drive his Ferrari 512 with Mark Donohue, plus Indy, Pocono and Ontario. Unfortunately, both cars got written off at Indy, but they only replaced one of them, so I only did Indy that year. And although we lead all the races we did in the 512, we didn't win one of them.*

I finally won the Formula 5000 championship by winning five out of the eight races for Carl Hogan. And I sort of just stayed here. I stayed in F5000 until 1975, did the CanAm for Lola in 1972,

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CanAm for Roy Woods in 1973 and did 5000 for Carl Hogan in 1971, '72, '73 and '74. And I did Indy for Penske in '71, '73 for Woods, '74 for McLaren and came fifth, '76 for Salt Walther and did one lap.

"I had a funny year in 1976. I didn't do F5000, didn't do CanAm, didn't do much of anything except drive that Jaguar XJ12 in England, and I didn't do much of that. In 1977, I suddenly got this offer from BMW to drive their turbo, so my career suddenly took off again over here, and I did 1977, '78 and '79, with McLaren and BMW, and in 1981 as well having missed 1980."

Had David ever raced in Europe at all during that time? The answer appeared to be: very little. "I did Le Mans in 1969 to 1972 in respectively GT40 (third), Porsche 917 (didn't finish), Ferrari 512 (didn't finish) and Matra with Jabouille in second until

an hour before the end. Then I missed a few years and went back in 1979 with Derek in that awful Mirage, and then did 1981 with the EMKA BMW M1. But in 1974, I did some of F5000 championship with Hogan in Europe, and we did win four of the races that we did. But otherwise I was rarely racing in Europe. I went to South Africa on occasions, and places like that, but I didn't do a lot of racing in Europe.

"However, I've never stopped living in Britain. I'd often thought about moving to the States, but with my boys coming to the end of their schooling, it didn't really make sense. Quite honestly, slipping backwards and forwards from England is almost the same as slipping from coast to coast over here. But I'm now involved in some business deals over here. I own a share of a BMW dealership in Houston, and a Porsche/Audi/BMW dealership in Monterey, California, and I'm about to become involved in two or three other dealerships with the same guy—oddly enough for the company to whom I used to be apprenticed. And of course, I started doing the TV work in 1976, helping them out with the Pocono 500 when CBS were stuck for someone. I did some more races for them that year, and then signed a contrat which runs out at the end of this year. But it's all renegotiable."

John Fitzpatrick, on the other hand, is a relative newcomer to the United States scene, although he has raced extensively in both the European Touring Car championship, and the German Group Five series. However, it was he who set up home in San Diego. How had that come about? "Well, I'd been coming over for one or two races a year since the early '70s, but in '78 and '79 I'd met Dick Barbour at various races like Le Mans and Watkins Glen and at the end of '79, he asked me to do a full season with him in IMSA plus some European races. At that time, I'd been driving for Georg Loos in the German and World Championship, neither of which were very good, and I reckoned that IMSA looked better, so it seemed like the right thing to do at the time. It was going to be a long term thing with Dick. He lead me to believe that it was going to be a three or four year deal at least. I came over in 1980 and we won virtually everything and we did well in Europe as well, but then he ran out of money at the end of the year. That left me having a big re-think!

"So then I either had to find a drive with someone else, or go back to Europe. But it was also a good opportunity to start my own team, which in the future I could always run, even if I didn't want to drive myself. So that's what I did, and this is going to be my third year. I've been lucky to find really good sponsorship, and I've got a partner in the team who is also a good sponsor. We've got a really good programme this year. Our main programme is with the Porsche 956 in Europe plus some CanAm later."

Before being attracted by Barbour to move to San Diego, Fitz had lived in the English Midlands where he played golf with his many friends at a very high level, and had considerable local business interests. Was it a big wrench to leave? "No, not really, because I'd been to San Diego quite a number of times, and we were doing so well with the racing, it was just a very pleasant experience. Obviously, there are things that I miss about England, but there are so many other good things to keep you occupied and they offset the things you miss. I keep telling David and Margaret (Mrs Hobbs) this, and I know if they came over and made the move they'd both be delighted. There are so many good things about it, it's like sitting here now: it's an outdoor life, 12 months of a year. It's even better in San Diego than here, because it isn't so humid. It's a nice way of life."

I wondered what might have happened to either of them if they hadn't come to the States. Fitz spoke first. "It's difficult to know, but I don't think I could have done as much racing and I don't think I could have done as well financially. If I'd have stayed in England, I would have had to rely on my business interests for a large part of my income. Here I rely on my motor racing. I don't make millions, but I make a nice living. My ideal is to carry on with the team and even to race in other formulae where I'm not involved in driving myself. I hope to get a CART team together next year."

Fitz and David Hobbs will be campaigning their Porsche 956 in the World Endurance Championship and later a second car in CanAm, while taking part in selected events with the 935 in IMSA. The expensive 956 is currently being prepared in the team's workshops in San Diego. Former Formula One driver Tim Schenken is team manager. (Photos: First Line and B. Asset)

David Hobbs came over a lot longer ago of course. "I suppose I did well by coming over here to the States. I certainly have made more money than I would have done in Europe—there was never a lot of money in F5000. In 1971 Carl and I won the championship in F5000 over here and we won $50,000 which was split fifty-fifty and it kept getting better from then on.

"The two regrets that I have is that I got it all wrong in '72 when I should have driven the Porsche turbo CanAm car which was offered to me when Donohue hurt himself, but I stuck to Lola. And in '73 I stuck to Carl Hogan when I should have gone to Carl Haas for 5000 which Brian Redman then won with Haas for four years on the trot in the works car. "So I suppose racing over here probably saved me. I don't know if I could have kept going at my level on European money."

Fitz took up from there in support. "There's hardly any money in the German championship, and there's no prize money at all to speak of in the World Championship. In America, it costs a lot of money to go racing because of the distances, the number of races and the equipment. But out of the prize money, you can pay a good driver, which at least is half the battle. If you're running a team—which I am now so I look at it from both sides—if you run the team on an average throughout the year, you can get in some money to pay a good driver. You can't do that in Europe."

"It's all pay drives over there," interjected Hobbs. "It just so happens that the IMSA series is the worst example of rich kids racing. There's practically only two or three professional teams."

Fitz went on to explain his situation. "We're fortunate enough to have a good enough sponsor that I can go out and employ drivers that I want to employ. I can run a second car for Derek and Jochen here in Miami, without having to go out and find someone with $25,000. There's no doubt that many of these teams are having to do that."

"Oddly enough," said Hobbs, "this race has such good prize money that all of a sudden, drivers such as Harald Grohs and Brian Redman are being employed." And Fitz continued, "there's no doubt in my mind that every single IMSA race could offer this sort of prize money. We get fantastic crowds, I think IMSA could put up this of prize money for every race and not even notice the difference. The crowds here are far in excess of those in Europe, and they pay a lot more to get in, maybe $30 for a weekend ticket." →

Fitz had mentioned earlier that he felt that IMSA was going downhill, but it certainly didn't seem that way in Miami. *"If every race was as good as this race,"* said John, *"then it wouldn't be going downhill. But it got worse last year, they got less and less cars. This is a flash in the pan. I've spoken with John Paul, he's finished with IMSA. Bruce Leven is only going to do three or four more races. Look at Daytona three weeks ago, they had about three decent cars. I'm glad Bob won the race because he and his car were the best there. It was just a shame that it had to be overshadowed by Foyt and that ruined it."*

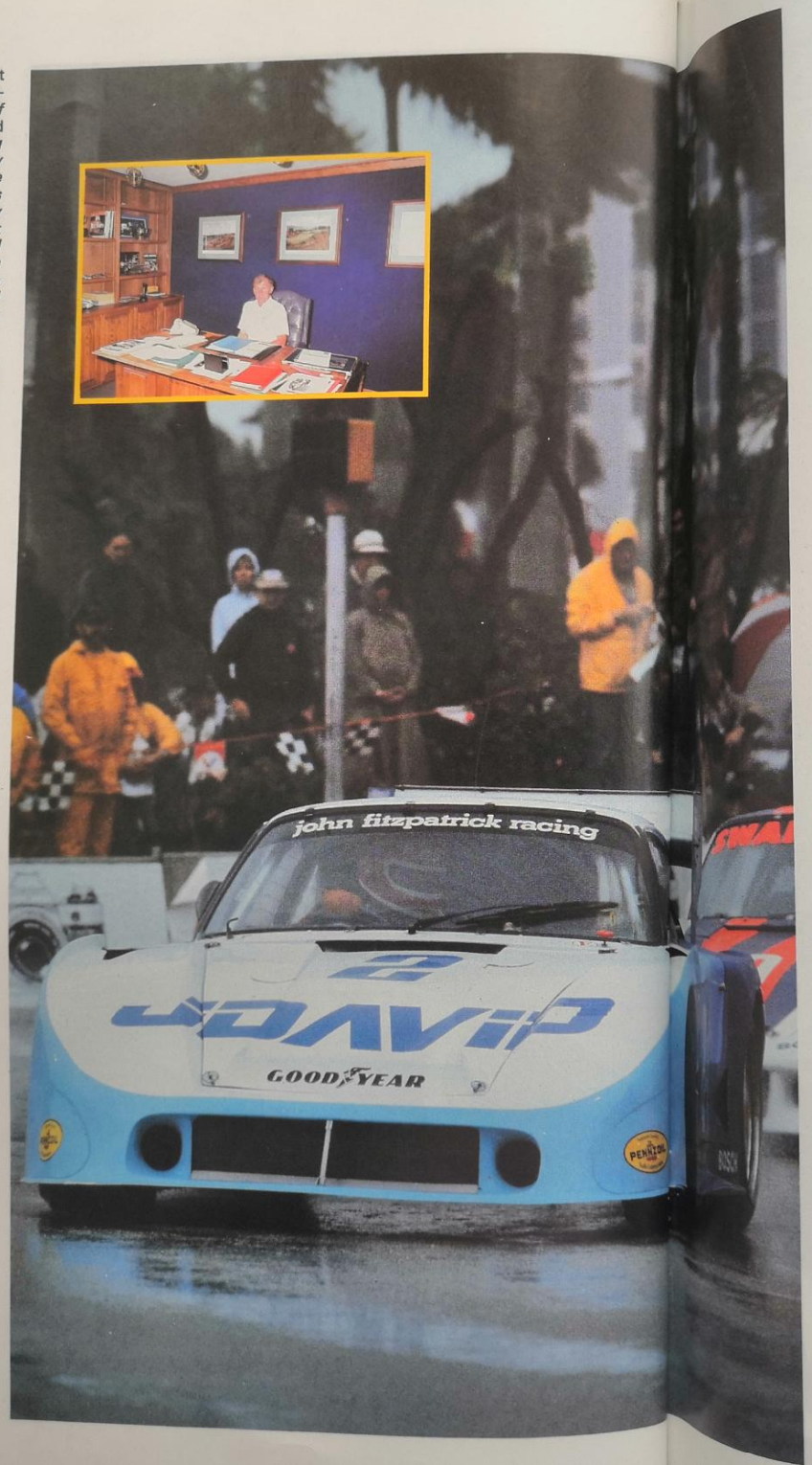
We looked over the Miami harbour, and I just wondered why they should want to give up this easy life—picking up good money in a pleasant setting—to struggle with Italians at Monza, or be rained on at Nurburgring. Fitz was looking forward to it however. *"I'm really pleased to be going back to Europe with a competitive car and my own team. I feel that it's an achievement for me to go back with my own team and a really good competitive car, and to try and do well against those works European teams. There's no doubt that the best cars and drivers in the world are in Group C. There's fabulous line-up and it's going to be a real challenge. However, there are things that I am not looking forward to like the weather..."* Hobbs chipped in, *"I'm looking forward to going with John because we had such a good experience at Le Mans last year—we couldn't have hoped to do better than come in behind those three works cars—and we did the same at Brands Hatch. I'm looking forward to driving in a real racing car, and driving against some of the world's best established drivers, but also against some pretty good young up-and-coming drivers like Johansson and Stefan Bellof. It will be interesting for me to take a benchmark against them to see just how much I have deteriorated with age! I put this face on every morning you know. I don't really look like this at all!*

"No, seriously, I really do like racing in Europe. I really like the ambience, but then I like racing here too. There are some advantages to racing in Europe: you certainly get better Italian food in Italy than you get here for example. But the sort of things I do find tough to take is the attitude of officials, at Le Mans for instance and even at Monza they're a bit dodgy. But I'm looking forward to it. There's no doubt about it, the standard of competition will be tougher."

Fitz had a word of praise for European circuits: *"there's no doubt about it that the tracks are far better in Europe. Most of the tracks in the States are in terrible condition, incredibly rough."* David was worried about marshalling during the European campaign. *"Obviously in England they're great, but it always worries me a bit when you see marshals asleep at places like Nurburgring and Le Mans. Marshalling here is pretty good, but in England it's the best. But it does worry me a bit when you're rushing down the Mulsanne straight at a couple of hundred miles an hour and you realise that there's no one really to help you.*

"I'll never forget years ago when I was racing that Aston Martin Lola with John Surtees and I lost a wheel at the Nurburgring. The last marshal I passed half a mile up the road was definitely sound asleep when I went past him. You know, sitting there in the shade under a parasol snoring away. Luckily the wheel got jammed under the arch and I just slid to a halt.

"But both sides of the Atlantic have got things going for them. I suppose we could now come over here on a two or five year basis, but I don't think I could quite sell my house."



John Fitzpatrick, now 39, has built up one of the best teams in only a few years, but at the same time, he is still his own number one driver. (Photos: B. Asset and First Line)

As a year, it is beginning to look pretty busy for both Fitz and Hobbs. They will race the J. David Porsche 956 in the World Endurance championship from the team's new European base at Silverstone, and this car will be joined by a second for the Le Mans round. Two mechanics, and an old friend of John's, David Prewitt, will spearhead the European operation, while most of the five man United States team under Tim Schenken will travel over to help out for the races. But both drivers have other races planned. Fitz: *"I'm going to do the odd German championship race, possibly including the Spa race so we can learn a bit there. And then I hope to do one or two CanAm races, and we might run two cars at one or two other races. But the World Endurance is our main interest. I'm also going to do five or six races with Tom Walkinshaw in one of his Jaguar XJS cars in the European Touring car championship which I'm quite looking forward to because that last programme took an early retirement. We might even run a Jaguar Group C if one became available. Our workshop facility in San Diego is fabulous and we could certainly build a car there."*

"John has got one of the best workshops you've ever seen," agreed David. *"We do everything ourselves there,"* continued Fitz, *"and we hope to get Silvestone to the same standard. So we could run anything."*

"I'm doing fewer races this year than last," said Hobbs, *"because the World Championship is that much smaller than the IMSA series. So I had quite a few weekends free. And suddenly there's this bloke on the phone asking me to do some TransAm. Well, they all slot in fairly well in the calendar, so that's what I'm doing as well as the few IMSA races with John and the WEC. And if Tom Walkinshaw has got another Jaguar for the Tourist Trophy in September, that weekend is free too. I will be doing about 23 races this year. The racing has picked up nicely, because I'm not doing so much commentary work as I used to.*

"The unfortunate thing about my career has been my lack of success in Europe in virtually every respect. And it's the one place that I want to succed and become well known. Everything seems to happen to me here. If I hadn't come over for those Formula 5000 races, I probably would have just faded away like so many other drivers of my era. John's done well too to combine his own team with his own driving. I'm not terribly business orientated. I can't see my self running my own team. I like to be there when John says come and drive, and I just say 'yes sir' and jump in. And at the end, I just take off my overalls and go and lie in the sun. Not like having to worry about the car and team as he has to. I'm one of life's true wasters!"

Lunch had come and gone, the sun still shone, and Fitz was now itching to get away to a golf tournament where his good friend Nick Faldo was playing. So, as a final question, which race were they most looking forward to in Europe this year? *"There's no doubt that the obvious one to do well at is Le Mans,"* said Fitz. *"But having tested the 956 in California, I know that I'm just going to enjoy driving it, it's such a fabulous car. I'm just looking forward to all those races. I can't say I'm looking forward to the Nurburgring with it, however much I love the race, because I think it will be such a handful because it will be so fast with that hard suspension. I hope that somewhere along the line we can win one of these races. It's going to be hard against the factory cars, they'll always have a bit more in store."*

David, meanwhile, worried about the fuel consumption problem, particularly with so many competitive cars pushing one another. *"We could have three or four cars stopped out on the circuit at the end of a race: out of fuel. But I'm looking forward to driving against people like the brilliant Bob and Stefan Johansson. The race that I have a love-hate relationship with is definitely the Nurburgring. I think to do well there would be great, especially as it's going to be the last race. I did the last race at Pescara, 21 years ago, so I might as well see the 'Ring out as well! I hope I do better at the 'Ring than I did at Pescara because the thing blew up on the first lap. I shall be really sorry to see the 'Ring go because I think that is the benchmark of race tracks in the 25 years that I've been racing. If you can win a wet race at the 'Ring, you can really pat yourself on the back. I'm sort of looking forward to the 'Ring, and I'm sort of not, because the car is fast. It's not easy to drive. If you lose ground effect and air gets under it well... Hawkins, Dibley, Mark Donohue, Brian... it's an end-over-end job. But obviously the one to win will be Le Mans. And this* (said with some sarcasm) *will be my 15th attempt. Just think if I hadn't missed five years!"*

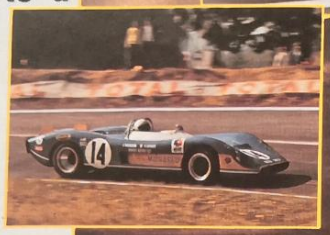
And now there was just a final, quick question for Fitz. How much does all this cost? *"Well, it's all a bit unknown,"* said the team manager and number one driver. *"I don't expect the 956 to cost as much as the 935 as the engines should be a lot cheaper, but travelling, hotels, food, gas and food are all more expensive in Europe. So all in all, I guess that either an IMSA series or a World Endurance series costs around the same at $500,000".*

"And you know, what I find amazing," came the last word from M. Hobbs, *"is that that keeps Niki Lauda employed until about April!"* □

MATRA 660

Teams such as Porsche or Ferrari would agree that it is impossible to tackle two sophisticated programmes at once. At the beginning of the sixties, Matra Sports, run by Jean-Luc Lagardere, came to a similar conclusion, and wound down their endurance programme in favour of a Formula One campaign. This made the Matra 660 the most ephemeral and least successful sports car in the company's nine years of racing.

by Didier Braillon



The company's sports car involvment began with the 2000cc BRM-engined 620 in 1966, before the 4700cc Ford-engined 630 was built in 1967. Matra built their own V12—engined Berlinetta for the 1968 season, but after lots of Formula Two success. The company was also looking to Formula One. Ken Tyrrell was running the Cosworth-engined MS10 while Matra Sports were running their own MS11 complete with MS11 engine.

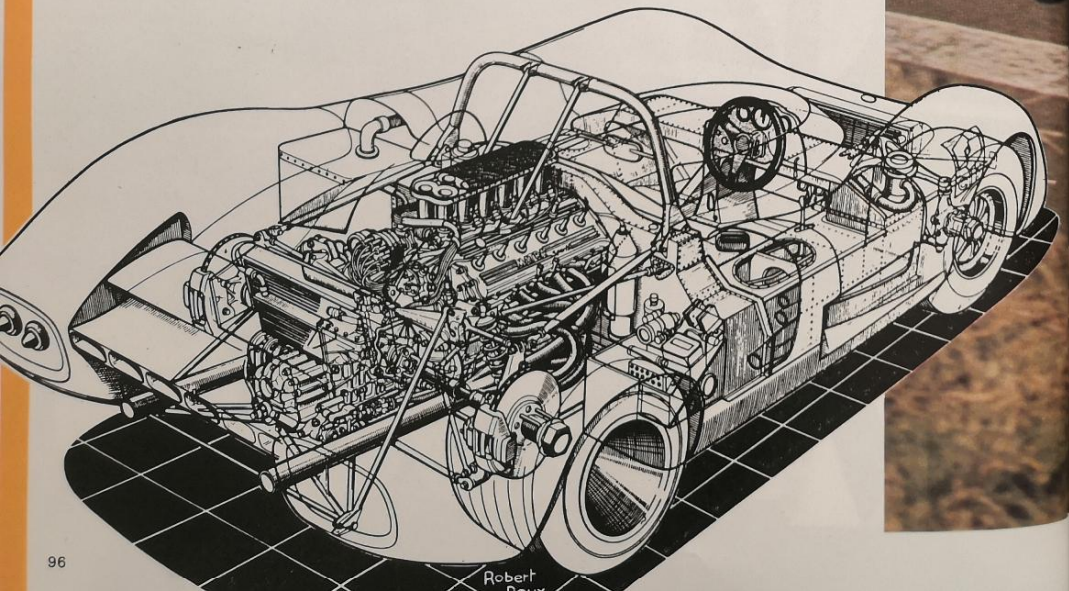
At Le Mans in 1968, Henri Pescarolo-Johny Bervoz-Gavin were at one time serious contenders for the lead, and this encouraged Jean-Luc Lagardere to concentrate his team's efforts an endurance racing. So in 1969, the latest MS80 Grand Pirx cars were entrusted to Ken Tyrrell. Powered by Cosworth engines, they carried Jackie Stewart and Jean-Pierre Beltoise to first and fifth in the World Championship respectively. The endurance programme, meanwhile, was particularly full, leading to a completely revised 630 with spyder bodywork and known as the 630/650.

A little later, an entirely new monocoque was built which became the real Matra 650. An attractive body shape and a shrill engine note made this car a favourite with fans. At Le Mans, a 630 Berlinetta, two 630/650s and a 650 were entered, the latter, driven by Jean-Pierre Beltoise-Piers Courage finished fourth after making contact and being delayed by a backmarker when it had a very real chance of winning.

But at the end of the year, Lagardere changed the team's direction: Formula One was the priority in 1970. Lagardere wanted V12 engines to be fitted to his chassis, but Ken Tyrrell wanted to use Cosworth engines, so he bought March 701s instead, leaving Matra to tend their own pair of MS120s, and more importantly, to develop their engines for Formula One use. So Gerard Ducarouge, Jean-François Robin, Georges Martin, Bernard Boyer and Bruno Morin were forced to abandon their Le Mans programme. One new car was built for Le Mans in 1970 where it made its debut: the 660 supported by two of the previous year's 650s. But all three cars suffered piston ring failure and they had ignominiously retired before the new car had had time to show its true potential.

→

Below: cutaway drawing of the 660 as in the Paris 1000 kms in 1970 where Brabham-Cevert (inset right) drove it to its only win. Right: the 660's last outing was in testing for Le Mans in 1972 when it was driven by François Cevert. Drawing: Robert Roux. (Photos: DPPI)



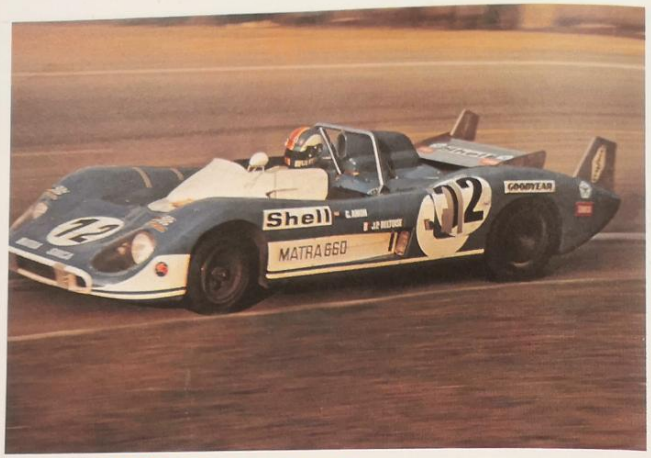
After this failure in front of the home crowd, Matra decided to try and put things right and entered two 660s in the Paris 1000kms, traditionally held at Montlhéry at the end of the season. Jean-Pierre Beltoise-Henri Pescarolo were showing everyone a clean pair of heels in their short-tailed version when a transmission problem robbed them of victory shortly before the finish. This let Jack Brabham-François Cevert into the lead in their normal long-tailed Le Mans version, and they duly took the chequered flag.

Jean-Luc Lagardere had been disappointed not to have had more success in Formula One, and he attempted to place some of the responsibility on the drivers, sacking Henri Pescarolo and hiring New Zealander Chris Amon to lead Jean-Pierre Beltoise in MS120s for the 1971 season. The endurance season was cut right back, just three races being planned with one car at each: Buenos Aires 1000kms, Le Mans 24 hours and Paris 1000kms. But it was a dramatic and sad start to the season. Beltoise's ex-Montlhery short-tailed 660 ran out of petrol in the first race at Buenos Aires. The driver was trying to push it back to the pits, and as he was pushing it across the track, Ignazio Giunti crashed into the back of the Matra. Fortunately Beltoise had jumped out of the way, but the Italian was killed.

The two works drivers, Beltoise and Amon, shared a long-tailed 660 at Le Mans that year. Matra played it safe by detuning the engine to a mere 420 bhp at 10,500 rpm. The car weighed 660 kilos and featured an integral roll-over bar. The two drivers were in an excellent second position when the fuel system broke six hours from the end. As the Formula One engine wasn't going too well, an extra sports car race was added, the 300 kms d'Auvergne at the Charade circuit in France, but Gerard Larrousse, in a short-tailed, 625 kilo version could only finish third.

Beltoise and Amon teamed up together in October for the Paris 1000 kilometers. They had a new and lighter car fitted with a rear engine cover which a 'chopped' lood and an air box. But part of the differential broke.

Lagardere was no longer confident that his V12 engine could win in Grand Prix racing, so he laid off Jean-Pierre Beltoise who went off to win the Monaco Grand Prix for BRM the following year. Chris Amon would drive the sole Formula One car. However, endurance racing again figured prominently in Matra's programmes, particularly Le Mans. The team began work developing a new 670, and in April 1970, the 660 made its last outing as a test bed for various parts destined for the 670. These included three different tail shapes: extra-short, pedalo-type and one fitted with high side fins. François Cevert was the driver. Two months later, a genuine 670 driven by Graham Hill and Henri Pescarolo won Le Mans. The following year, the team having totally abandoned any thoughts of Formula One, won Le Mans again and the World Champion of Makes, a feat repeated in 1974 before the team decided to quit racing as constructors. The 660 was probably one of the more forgettable Matra sports cars, and few people will remember it with affection. But one man in Australia will no doubt smile in its memory. The retired World Champion, Jack Brabham posted the final victory of his distinguished career in the 660. □



Above: another view of the 660 as it was in test trim in 1972, driven by François Cevert (N° 12). It is fitted with rear bodywork with high tail fins which was later fitted to the 670. Below: the short-tailed 660 which ran at the Buenos Aires 1000 kms in 1971 when Beltoise ran out of fuel and Ignazio Giunti was killed when he ran into the back of stationary Matra. (Photos: DPPI)

RACE RESULTS

Race	Drivers	Practice	Result
Le Mans 24hrs 1970	Beltoise-Pescarolo	21st	Ret/Piston ring
paris 1000kms 1970	Beltoise-Pescarolo	1st	4th (Ret/transmission)
	Brabham-Cevert	3rd	1st
Buenos Aires 1000kms 1971	Beltoise-Jabouille	6th	Ret/Accident
Le Mans 24 hrs 1971	Beltoise-Amon	15th	Ret/fuel system
Auvergne 300kms 1971	Larrousse	1st	3rd
Paris 1000kms 1971	Beltoise-Amon	2rd	Ret/Differential

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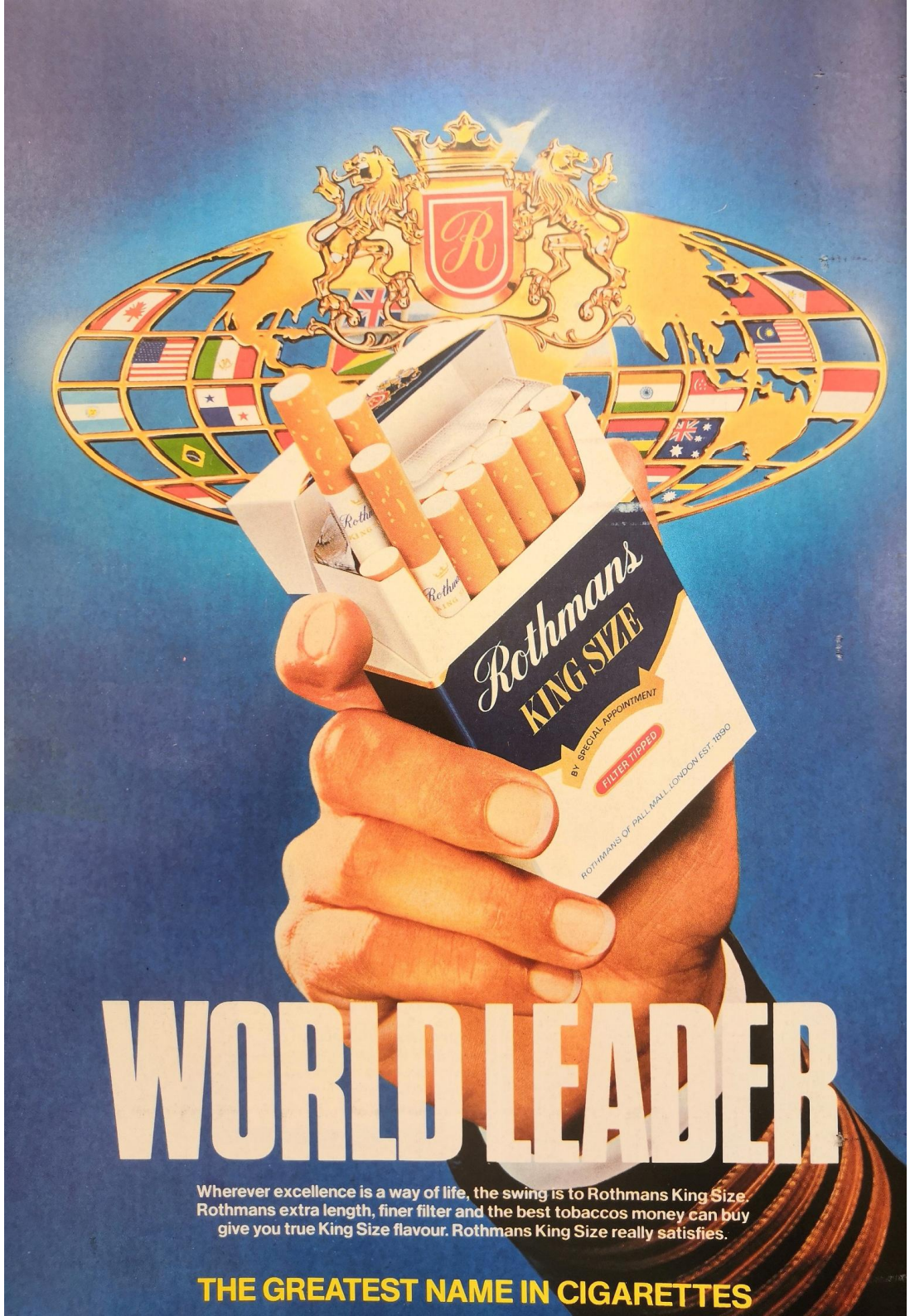
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